



OUR 20TH ANNIVERSARY YEAR

CAPTAIN'S LOG



FALL 1994 - VOL. 20 NO. 3 "The Airline Memorabilia Collector's Quarterly"

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Right:
KLM IS 75.
CONSTELLATION
PH-TAW, Msn2070,
was one of four
to KLM in NOV 46
and 2 in MAY 47.
KLM also had 13
L-749 and seven
L-749A. (KLM ph.)

Below:
Flying a Convair
Freighter to the
east coast, by
RONALD RHODES.

Below, right:
BALTIC INT'L hat
badge is one of
best DICK KORAN
says he has ever
seen.





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The CAPTAIN'S LOG is the official publication of the WORLD AIRLINE HISTORICAL SOCIETY (WAHS). The WAHS is open to all persons or groups interested in the collecting of airline memorabilia and the study of airlines and airliners past and present. The CAPTAIN'S LOG publishes articles, photographs and other illustrations about these subjects. The WAHS has members on all continents.

An annual WAHS membership includes a subscription to the CAPTAIN'S LOG. An extra fee applies for airmail delivery of the CAPTAIN'S LOG outside North America.

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Society memberships expire at different times in the year. For further details, see Membership Update in this issue. You will be notified before your membership expires. Please send your renewal in as early as possible to ensure you won't miss a single issue of the CAPTAIN'S LOG.

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Thank you

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CONTRIBUTIONS ARE WELCOME

All members and other interested parties who wish to contribute articles, pictures or other material of interest to the members of the WAHS, are invited to send their material to the Editor who handles the subject concerned (see below) or send it to the Editor at the main Editorial address. Be sure to include your return address. All material will be handled with the utmost care and will be returned to the owner immediately after publication. The Editor welcomes ideas and suggestions for subjects to be featured in future issues of the CAPTAIN'S LOG.

DEADLINES AND PUBLICATION DATES

The CAPTAIN'S LOG is mailed quarterly to all members of the WAHS. Our deadlines are: 01 FEB, 01 MAY, 01 OCT and 15 OCT. The issues are mailed out approximately 4-6 weeks later. The CAPTAIN'S LOG is mailed by permit mail in the U.S. so please allow ample time for delivery. Members outside the U.S. who wish to receive their copies by First Class mail, must pay an extra fee (listed below).

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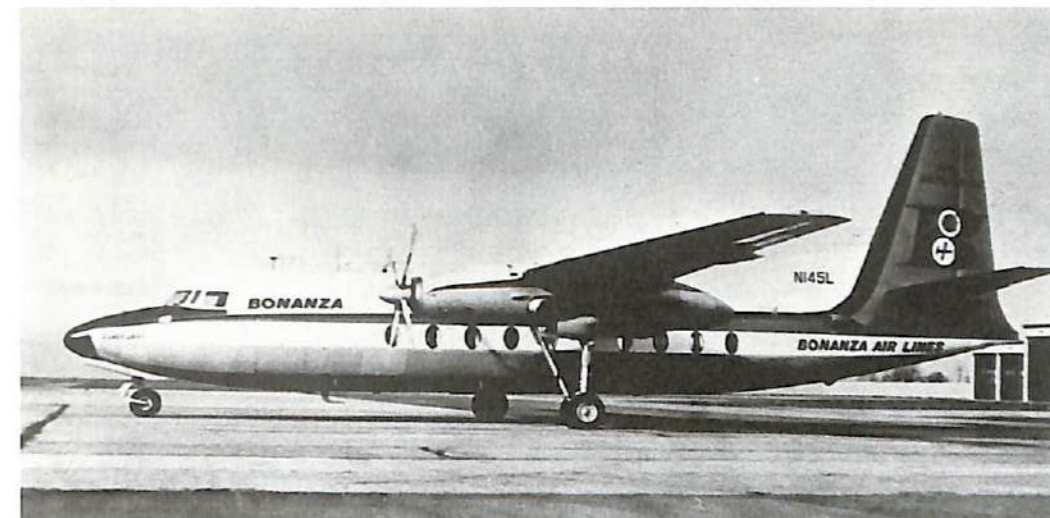
A one-year membership in the WAHS equals four issues of the CAPTAIN'S LOG in the first year and 12 months/four issues in subsequent years. When you join the WAHS, you will be sent all issues of the CAPTAIN'S LOG for that calendar year.

BONANZA AIRLINES is featured in GEORGE CEARLEY'S column "Around The World of Airline Schedules" in this issue.

Bonanza's first Fairchild F-27A, N145L, Msn 29, is pictured here. The aircraft was delivered on 16 JAN 59 and became N745L on 01 MAR 64.

Unfortunately, it crashed into a mountain 13 miles south of McCarran Field, Las Vegas on 15 NOV 65 and was destroyed.

(Fairchild photo)



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Readers are reminded that the WAHS and the CAPTAIN'S LOG are both non-profit, all-volunteer organizations for which a few give up much of their spare time so that all will benefit. Your editors (see inside front cover) welcome contributions in the form of copy, information and photographs for inclusion in the CAPTAIN'S LOG. However, no payment can be made for contributions.

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TAKE-OFF TALK

There is no doubt that one of the most noteworthy events in commercial aviation in 1994 is the 75th anniversary of the founding of KLM Royal Dutch Airlines. It makes the company the oldest airline in the world still operating under its founding name.

Even more remarkable is that the airline has maintained services continuously during those years. Commercial air transport on the European continent was naturally all but shut down during World War 2. Only Lufthansa in Germany and ABA and Swissair in neutral Sweden and Switzerland continued limited services. But KLM operated the Bristol (England) to Lisbon service for British Overseas Airways Corporation (BOAC) for most of the war years, and it maintained a reduced network in the Caribbean for the duration of the war.

Who is the oldest?

Yes, I know there is still a lively debate going on about who may call itself the oldest airline in the world. Both KLM and Chalk's in Florida lay claim to the honor. The latter was founded in 1918, but did not begin operations until well after KLM's start in MAY 20. And note that I earlier said about KLM "still operating under its founding name." Except for keeping the name of its founder, Chalk's has had at least one name change that I know off.

KLM operated its first service on 17 MAY 20, from London to Amsterdam, with a DH-16 chartered from Aircraft Transport & Travel. This is why the flight originated in London, not Amsterdam. The return flight was made two days later. This is therefore the oldest scheduled international air route still operated by the same airline.

In this issue of the CAPTAIN'S LOG, we publish a list of highlights and several photos about KLM's 75 years in the air.

FOKKER 75

Overshadowed by the KLM anniversary was the fact Fokker is also 75 years old this year. It was the combination of Fokker's airliners and KLM's services that proved an all-powerful combination in the 1920s and early 1930s. They made each other known the world over. KLM bought Fokkers almost exclusively until Donald Douglas came out with his all-metal, stressed-skin DC-2, followed by the DC-3. This meant the end of Fokker as a builder of airliners until the F-27 of 1955.

In the next issue of the CAPTAIN'S LOG, we'll look at the Fokker airliners, from the F.II of 1919 to the Fokker 100 of today.

OTHER CONTENTS

Also in this issue, WINGS & THINGS editor Dick Koran = now happily retired from American Airlines and his 727 cockpit = presents us with the tale of a unique flying experience: Vintage Air Tours, which runs nostalgic 1940s-style flights down the Florida coast. The crews wear period uniforms and reading material and music are from the era. It even includes the news that the military are developing aircraft that have no propellers. We are told "Experts say they doubt such experiments will get off the ground." There is more priceless stuff in the story, so be sure to read it. You'll enjoy it.

Dick also presents us with some beautiful wings and hat badges from Eastern Europe. They are gorgeous, so take a look.

SCHEDULES Editor George Cearley continues our review of the 13 original local service airlines in the U.S. He presents the history of Bonanza Airlines. Great stuff!

In a departure from his usual Question and Answer copy, the local service airlines are also the subject of Ken Taylor's WHAT IS IT? column.

We have two guest authors this time: Ronald Rhodes describes his journey to Canada's east coast on board a CV-580 freighter and Rick Neyland brings us the results of the Atlanta AI '94 model contest, with photos by Ellen Gerling and JET Thompson.

Dinnerware from LAN Chile and other carriers is shown in Richard Luckin's AIRLINE DINNERWARE column.

And don't miss the columns by our other contributors:

Richard Fedorco = airliner photographs, many at Denver;

Stan Baumwald = junior crew wings and more on the BOAC Junior Jet Club by member Jerry Elmas; Jerry Cole = photos from the IPMS USA Nationals;

Don Thomas and Tom Dragges = stickers and playing cards from far and wide;

Al Tasca = swizzle sticks from across the U.S., and, last but not least,

Bill Demarest with some great Golden Oldies from South America. How I wish I'd have a copy of that Syndicato Condor FW-200 card!

Well, that is all for the time being. I doubt the Winter 1994/95 issue will arrive in your mail box before the beginning of the new year, so I wish you all a Blessed Christmas and a Happy New Year.

Joop

CORRECTION:

This is one from the "How soon we forget" department.

In the previous issue of the CAPTAIN'S LOG, I wrote on page 5 in my Continental history that Pres. Billy Carter signed the Deregulation Act in 1978. This must of course be Pres. JIMMY Carter. The President's brother Billy was well-known in his own right, but signing the Deregulation Act was not part of it. I found the error while scanning through my notes before throwing them out. A quick check against the copy on my computer disk confirmed it had made its way into the article.

I offer my sincere apologies, especially to our American members, for this stupid error.

By RONALD RHODES

The cockpit door swings open and there it is ... the nerve centre of this handsome aircraft. The analog flight instruments on the grey, well-worn but functional panel are in stark contrast with the modern weather radar screen. The screen is the only hint of the "glass cockpit," commonly used in aircraft of later vintage. From the altimeter to the airspeed indicator to the magnetic compass on top of the instrument panel, everything shows this is basically a historic aircraft.

The cockpit area is small and everything seems to be in easy reach of the crew of two. The windows are quite large and offer an exceptional view into the distance. To the left of the captain's seat is the steering "wheel" for taxiing and on the centre console, just in front of me, glows the reassuring yellow light of the DME digital read-out. The weather radar and the DME are evidence there have been some upgrades to this cockpit since the aircraft was built as a Convair 340 in 1953 for Braniff Airways with Msn 65. Today it is "my" Convair 580 and soon I will be en route for Halifax, Nova Scotia with CanAir Cargo, Capt. Peter Hulden in command.

Toronto's Pearson International Airport is fortunate to still have a working fleet of 10 CV-580s. Nine are operated by CanAir Cargo and its passenger division CanAir. The other is flown by Air Niagara. Most are in cargo configuration, but several still operate passenger charters.

I considered myself fortunate to have been offered a jump seat ride on a CanAir Cargo 580 from Toronto (YYZ) to Halifax (YHZ). For me it will be an adventure back into the past.

CanAir Cargo is located at the General Aviation part of Pearson International - Hangar 2, off of Derry Road and it was 11 p.m. on a cold, windy December evening when I walked into the operations room and was greeted by Capt. Hulden and F/O Joe Davidson. They were just about to begin their pre-flight briefing for the midnight departure to Halifax. We would be flying 2h 15m at flight level 210 for much of the 730 nautical miles. Our routing on this Purolator Courier flight was



CV-580 FREIGHTER C-GJEE Msn 65 TORONTO AFTER HER ARRIVAL FROM OF CANAIR CARGO UNLOADING AT HALIFAX WITH THE AUTHOR. (Photos by Ronald Rhodes unless otherwise noted)

GOING EAST ON AN OLD CONVAIR FREIGHTER

over Massena and Plattsburg (both in New York State) to Bangor (Maine) and on to Halifax.

At CanAir it is the captain's responsibility to check for NOTAMS, fuel, weight and weather information. Shortly before departure time I was advised to use the "facilities" because there is no lavatory on these freighters.

Walking through the Field Aviation hangar with Joe Davidson, I could see C-GJEE waiting for us, looking ever young in its white and red livery, which was gleaming in the rain and lights. I climbed aboard via the famous "ladder entry" and heard somebody yell "Move out of the way" as a full "can" was sliding down the cabin.

Full face mask

As I was seated on the fold-out jump seat = it even provides a back rest = Capt. Hulden explains the safety features to me: oxygen is in the tank. There is a full face mask and emergency exit is through the cockpit windows, using a rope to slide down to the ground.

It is time for our flight = "trader 611" = to get started. The cargo doors are closed and

secured. The first Allison comes to life with a reassuring hum, followed soon after by the second. Soon the hum turns into a dim roar, evidence there is very little sound insulation left. "All the more room for freight" I am told. The engine sound is quite loud, but not unpleasant. On the contrary, it is the sound that best warms the heart of a propliner enthusiast.

The fuselage is pressurized and my ears pop. Seated on "the best seat in the house" I have an excellent view of the crew's work space. The only problem is, I can't see straight ahead through the windows very well without standing up slightly.

It is 0026 EST now and we are taxiing to Runway 24R, the wipers cleaning the windscreen to give us a fantastic view of a British Airways 747 taking off before us. As soon as it is on its way, we are cleared for takeoff. Final checks are completed and we turn onto the runway = 15 degrees flaps are selected and the throttles are pushed forward. The Allison comes to a peak as we accelerate smoothly to V1 at 112 knots, then to rotation at 114 knots and we pass V2 at 116 knots. It is 0035 EST now and we have started to burn the first of

the 5,200 lbs of fuel in the wings, direction Kingston (Ontario) as Toronto Centre guides us out on 124.67 MHz. Unfortunately there is no extra headset on board for me, so I strain my ears to understand the communication through the speaker and over the noise of the engines. The ground quickly disappears behind us as we enter the clouds and climb toward FL210. No one speaks as company policy doesn't allow conversation in the cockpit before 10,000 ft.

As we reach our cruising speed of 320 knots, I can settle in to watch, listen ask questions and ENJOY the experience.

Formed in 1989

Canair Cargo was formed in 1989 and has been flying cargo for courier companies, freight forwarders, major airlines, mining companies, etc. since. Originally Ontario Express (a



C-GJEE WAITING AT HALIFAX DURING AN OVERCAST, RAINY AND WINDY DAY.

Canadian Partner airline) was a shareholder, but in OCT 92 CanAir was sold to a company controlled by Dan Goliger, president and CEO of CanAir Cargo. In APR 92 CanAir Cargo also began passenger charters under the name CanAir. The latter operates three leased passenger CV-580. All are combis that can accommodate up to 50 passengers and can offer extended baggage and luggage areas. CanAir serves various groups, especially those that must bring lots of equipment along, such as musical groups, hunters and fishermen and government organizations. Up to over a year ago the carrier also transported NHL hockey teams, but the TCAS (Traffic alert and Collision Avoidance System) requirements in the U.S. have suspended this operation. The Convairs do not carry this equipment.

The present cargo division operates six CV-580 freighters. Their main base is in Toronto, with sub-bases across Canada. Aircraft are stationed in Montreal, Toronto, Hamilton and

THE AUTHOR'S CONVAIR IS BEING PREPARED FOR HER FLIGHT BACK TO TORONTO.



Vancouver with maintenance handled there.

The company has approximately 90 employees, some of whom have come from Canadian Partner Airlines after its reorganization into Canadian Regional Airlines.

The flight continues and the crew are constantly checking

for icing on the wings and for the tell-tale signs on the windscreen. Montreal Centre is asked permission for an altitude change to FL 230 because of slight icing and the request is granted immediately.

I am told a "regular" work day for a CanAir Cargo crew is from about 11 p.m. to 10:30

NO "GLASS COCKPIT" HERE! THE CV-580 "IS BASICALLY A HISTORIC AIRCRAFT," SAYS THE AUTHOR.



a.m., including, on this route, a few hours of rest at a hotel at YHZ. One of CanAir Cargo's regular runs is routed from Toronto to Hamilton, Winnipeg and Calgary to Vancouver - a trans-continental odyssey. Maximum duty time for the crew is 15 hours.

The weather for Halifax is clear with calm winds and 80 miles south, we start our descent for a visual approach to Runway 06. To our right we have a spectacularly-clear view of the city. The airport is to the left, its landing lights on. We see a Dash 8 landing on the same runway from the opposite direction (Runway 24), just before us as we make a sharp left to line up for final approach to 06. Gear is down and locked at 02:55 EST and at 0300 we touch down very smoothly and professionally.

We move off 06 to the left onto taxiway Delta and again left past the terminal to begin our long taxi to the Canadian Airlines cargo hangar. Capt. Hulden parks C-GJEE as Purolator and other trucks impatiently wait. The engines are silenced and Peter and Joe take

some time to finish their paper work. It is just after 0400 local time as we climb down the ladder into the cold and dark and I realize I am not in the least bit tired. The adrenalin has been pumping for the past three hours. Who needs pep pills anyway!?!

As Joe and I walk across the ramp, our Convair is being unloaded and made ready for its return to YYZ a few hours later. It is the end of the line for me today, but the crew will be back in the cockpit in about five hours after a rest at the Airport Hotel Halifax. I am staying on for 24 hours to get a better rest for my return flight.

OLD AND NEW AIR NOVA COLORS SIDE-BY-SIDE

After a few hours in my room, I check out the YHZ terminal. Halifax Airport is new to me. I am interested in its airline activity. There are the usual Air Canada DC-9s and A320 and Canadian 737s, but of most interest to me are the Air Nova and Air Atlantic Dash 8s (both not regular visitors to Toronto). It was interesting to see the old and new Air Nova color schemes side by side.

A sightseeing visit to Peggy's Cove and to downtown Halifax round off my day.

It is extremely windy and overcast as I arrive back at the Canadian cargo hangar for my return flight the next day. It is a relief to see C-GJEE expecting me again. Today's crew are Capt. Peter Richardson of Vancouver and F/O Grant Ferguson. I sign the obligatory release papers for jump-seat devotees and wait for the crew to finish the pre-flight briefing. Our flight back to YYZ will take 3h 10m on a routing direct to Millinocket (Maine), Beauce and Montreal (both in Quebec), Ottawa and Lake Simcoe (both in Ontario) and into Toronto.

On board, Grant imparts the safety information to me, including the rather sobering statement about emergency evacuation: "If we should be incapacitated, climb over us!"

At 0900 EST the Allison engines are brought to life and two minutes later we are on our way to Runway 24. Unfortunately, again I have no head set, so the speaker is on for me. We quickly pass the Halifax terminal and are cleared for takeoff. Peter gently advances the throttles

and the now-familiar propjets take us away - heading for airway Victor 31 in rather strong turbulence - remnants of last night's strong wind. Today our alternate airport will be Hamilton (Ontario), not London (Ontario) as usual, because my car is parked at YYZ and Hamilton is much closer. Thanks! The old Convair handles the turbulence with ease and quickly we reach FL 200 and our cruising speed of 265 knots.

CV-580 C-GJEE has a gross takeoff weight of 54,600 lbs with full fuel, and a maximum landing weight of 52,000 lbs without the anti-skid system and of 53,000 lbs with the anti-skid system in operation.

CanAir crews are always interested in saving time and money for their company, so hey request from Moncton Centre a routing change to direct Bangor - Burlington (Vermont), doubt-

The Fleet of CanAir Cargo and CanAir

CONVAIR 580:

C-FAUF Msn 24 freighter
C-FBHW Msn 29 freighter
C-FHEL Msn 163 freighter
C-FHEO Msn 46 freighter
C-FIWN Msn 126 freighter
C-FTAP Msn 334 combi, 40 pax
C-GJEE Msn 65 freighter
C-GQHB Msn 376 combi, 55 pax
C-GTEM Msn 19 freighter
C-GGWH Msn 465 combi

BOEING 737-2E1F:

C-FEPP Msn 20681/319 freighter
C-FEPU Msn 20776/328 freighter
(Both lsd from Polaris Leasing)

SHORTS 330-300:

C-FLAC Msn SH3065 freighter

CESSNA 310R II:

C-GSGS Msn 310R1673 corporate

ing the whole time it will be possible. But an affirmative response is received and there are instant "high fives" in the cockpit. Now we'll be going from Burlington direct to Watertown (N.Y.), Lake Simcoe and Toronto, saving 10 minutes and a fair amount of fuel.

In observing yesterday's and today's CanAir crews at work, it is obvious they are real professionals who love their jobs. I am most impressed with

the precise way they fly their aircraft and with their willingness to and friendliness in responding to my many questions.

Today's flight is most enjoyable, not in the least because it takes place in the daytime rather than at night. We encounter some light to moderate chop, but a move up to FL 220 stops it without delay.

Too soon it is time to prepare for our approach to Toronto. After Lake Simcoe, we turn and head for Runway 24R, which has now been plowed of snow. Our approach speed is 155 knots and 24R is clearly in sight. A departing Air Canada DC-9 is holding until we have landed. Touchdown is 1209 EST. We turn off onto unplowed Quebec and November taxiways to go to the Canadian cargo area near Terminal 3. Unloading the "cans" begins as soon as our engines are stopped. Peter gets out to supervise the unloading while Grant completes the paperwork.

Standing on the ramp, waiting for the CanAir van, I watch the action around me, both the unloading of C-GJEE and traffic of A320s, DC-9s and 767s on the nearby taxiway. What a wonderful place for an airline enthusiast to stand. The new crew for C-GJEE, including Tracey Barrett, CanAir's only female pilot, are already preparing to return "my" Convair to Halifax in this, the busiest of seasons for the airline. Andrea Goliger of CanAir said the pre-Christmas season is so busy, the company had to turn down some business.

The CanAir van arrives and with Peter and Grant, I return to CanAir headquarters.

My final experience: Andrea takes me out to one of the passenger CV-580s to photograph its exterior and interior. The interior immediately takes me back to flights on North Central - many years ago - out of Detroit. Maybe I'll be on the jump seat in a passenger Convair some day too? I can dream, can't I?

My Convair experience has come to an end. CanAir has shown itself to me to be made up of highly-skilled and motivated people. Qualities that will certainly prove of use in these difficult economic times. The airline's on-time performance averages above 99% and its customers seem to be satisfied with its service.



Top left: COMBI CV-580 C-FTAP Msn 334 CARRIES 40 pax. IT STILL CARRIES THE DARK-BLUE COLORS WITH RED AND LIGHT-BLUE CHEATLINES OF ITS PREVIOUS CORPORATE OWNER.
 Bottom left: COMFORTABLE CABIN OF C-FTAP, LOOKING AFT.
 Above top: C-66WH Msn 465 IS ALSO A COMBI, SEEN AT TORONTO STILL IN BASIC RED AND WHITE AIR TORONTO COLORS
 Above: SHORTS 330-300 C-FLAC Msn SH3065 FREIGHTER AT VANCOUVER (CanAir photo).

The Future

What may the future bring for CanAir? In FEB 94 the airline announced it had been awarded a contract to operate a nightly air cargo service for DHL Worldwide Express between Vancouver and Seattle, using a Shorts 330-300, the first "new" propliner to be added to the fleet. Two leased all-cargo 737s were added in 1994. They are fully-containerized and are equipped with large cargo doors

and roller floors. Both were previously operated by Canadian Airlines International.

There are, luckily, no plans to retire any of the Convairs at this time. Since there are few problems obtaining Convair parts, especially engine parts, the outlook for most of the Convairs is optimistic. Let's hope for many more "Trader" flights to be operated with these fine aircraft.

 Particular thanks go to Andrea Goliger, marketing manager of CanAir, for all her invaluable assistance in organizing my trip. To Peter Hulden, Joe Davidson, Peter Richardson and Grant Ferguson go best wishes and gratitude for a fine job!

TWO PHOTOS OF C-GJEE BY THE EDITOR:

Top left: SHORTLY AFTER ARRIVAL IN CANADA WITH WIDE RED CHEATLINE. OWNED BY COMMUTER EXPRESS, THE AIRCRAFT WAS PHOTOGRAPHED AT TORONTO ON 14 NOV 87.

Bottom left: BY THE TIME THIS PHOTO WAS TAKEN, ALSO AT TORONTO, ON 12 APR 88, COMMUTER EXPRESS WAS USING THE NAME SOUNDAIR EXPRESS AS OPERATING NAME FOR ITS CARGO AND COURIER SERVICES. THE AIRLINE LATER CHANGED ITS NAME TO AIR TORONTO

AND:

Below: ALSO BY THE EDITOR, THIS PHOTO OF 737-2E1 C-FEPP "FLAGSHIP FREDERICTON" IN THE FINAL LIVERY OF EASTERN PROVINCIAL AIRWAYS, BEFORE THE AIRLINE WAS TAKEN OVER BY CP AIR, WHICH LATER BECAME CANADIAN AIRLINES INTERNATIONAL. THE AIRCRAFT IS NOW A FREIGHTER WITH CANAIR CARGO. PHOTO AT YYZ 25 MAY 85.



WINGS FROM EASTERN EUROPE

How was Atlanta?" Charlie Dolan asked when he arrived back in Baltimore and Sykesville. "Please tell me that nobody had any wings and the main speaker was a dud. Please tell me that! Oh well. How good was it?"

It was good, Charlie ... and Ken Taylor would have enjoyed the large number of wings as well. The hall was quite large and there was no problem with people bumping into each other, the aisles were generous so anyone who wanted to take a peek over a shoulder, could do so without knocking or bumping someone holding a fine piece of china ... or a model airplane ... or whatever.

It was that good, Charlie! Too bad you were enjoying the sun's rays (maybe) and the good food ... sand between your toes ... swimming in the warm waters of Bermuda ... not to say anything about a horseback ride along the south shore in the early morning. I wonder if Diane would do that? USAir has been good to you folks, eh? Love those non-revs!

As for the Russian contingent ... plus a Canadian ... it took a few of us to find the vodka and sausage. We also had to find the room! Hector led the force back to the front counter of the hotel and after some conferences, we were ready to go to the room. It seems we got lost for a while ... but not for long! We finally broke the codes, so to speak.

You can imagine the glee when the "lost tribe" arrived! The guys already in the room were well into it and Hector's new bride was already sleeping. By the way, Paula is Hector's wife ... a fine lady from Argentina. And Hector has her speaking some English along with her German. How's that, folks?

As for the Wings and Things, you will see most of the wings I acquired: Sudanair, Admas Air Service/Ethiopia, Air Morocco, Air Lloyd, the new designs from Swissair, a pilot's wing from TAROM, hat badge of Belavia/Belarusian Airlines, Estonian Air Company (ELK), Baltic International Airlines (hat badge), Baltic wing, LACSA from Walt Rehling and ACES, one of the domestic airlines in Colombia.

Not all of the wings were acquired at the Atlanta bash ... some came from other sources, such as the TAROM pilot's wing. JOHN OLIVER of England came to the fore with an outstanding pilot wing = Pegasus Airlines, formed in 1958 with a fleet of three Vikings. More on Pegasus in the next CAPTAIN'S LOG.

BALTIC INTERNATIONAL

Baltic International Airlines has these smooth and graceful wings, just like fine wings should be. The Baltic "B" is silver on a white shield.

WINGS & THINGS

by RICHARD KORAN



BELAVIA/BELARUSSIAN AIRLINES

The hat badge of Belavia/Belarusian Airlines was given to me from Oleg Charitonov at AI'94 in Atlanta. A gold wreath surrounds a blue globe with a red design in the white in the center of the badge.



BALTIC INTERNATIONAL

The wings and badges of Baltic International are some of the best I have seen anywhere. This hat badge is beautiful, with three stars above and rampant lion on the shield and "BALTIC" on the lower banner. Mr. Krivcovs must be commended for his designs.



**ESTONIAN AIR COMPANY
(ELK)**

This airline is based in Tallinn, the capital of Estonia. This pilot uniform badge is made of cloth. The colors are beautiful, especially on the black. The wings are yellow/gold, with white center. In this center are the blue/black letters "ELK". Below the center are the national colors of Estonia: blue, black and white.



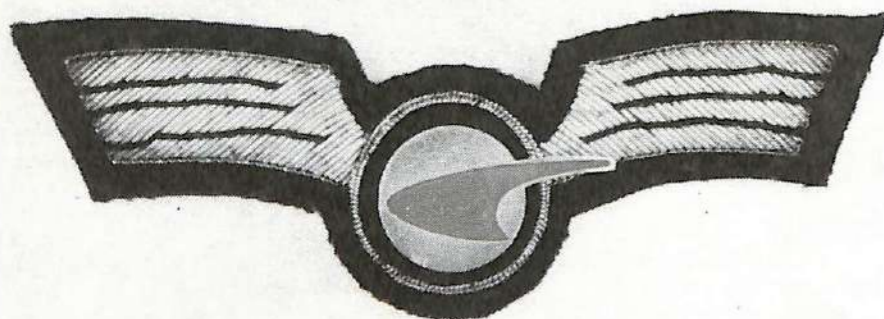
TAROM (Romania)

I heard from my friend Doru: "I am now enclosing a 'wing' from TAROM; in fact, it belongs to me = now it is yours. I had it from 1975 (the year when I graduated from Aviation School) 'til recently. I am only sorry it is not exactly like a new one, but you will appreciate the value." Captain Doru Varlan and I have been corresponding for more than a year. The wing has the airline's insignia in the middle of the center circle = like a bird = within the shield. The wings and the shield are in gold. Blue, yellow and red, the colors of the Romanian flag, are at the top of the shield.



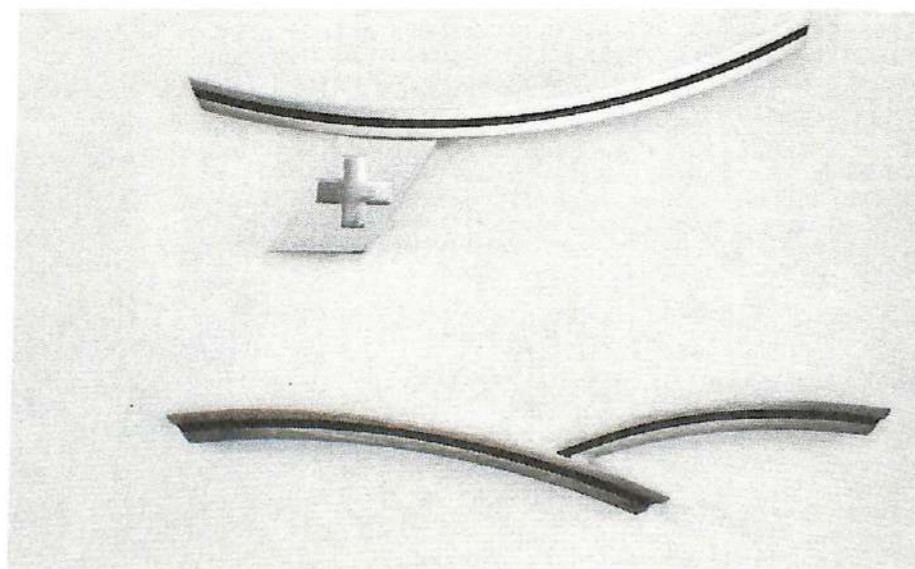
AIR LLOYD

Air Lloyd of West-Germany, 1970, says the dealer who provided the information. The wings are gold wire with an interesting device = I would guess it could be a cut-a-way from the leading edge device on a 727. Perhaps Hector can help identify this wing.



SWISSAIR

These new-design wings and badges of Swissair are quite unique. The hat badge (top) has the Swissair emblem below the upswept portion of the insignia. The bird-shaped wing is gold and looks like a bird in flight.



**ADMAS AIR SERVICES
(Ethiopia)**

This wing is quite unique. The wing pattern is sewn on some light-weight material. The detailing consists of a horned and winged animal. Perhaps someone can tell me more about this distinctive wing. As for its colors, it is in a greenish yellow with darker green accents for the "feathers", "wings" and "horns".



SUDAN AIRWAYS

This Sudan Airways pilot wing is overall gold with a blue shield enclosing a small white circle with the airline's logo, a stylized "S" in blue and yellow enamels. The wing is hallmarked in both Arabic and English, with the name "T. Bichav".



ROYAL AIR MAROC

This gold Royal Air Maroc pilot wing is quite distinctive. It is in gold with the hallmark: "Arthus Bertrand, Paris". My thanks to Charles Quarles for this wing.



LACSA (Costa Rica)

LACSA (Lineas Aereas Costarricenses) was formed in 1946 as a joint venture with Pan American Airways. When I was still flying in and out of Miami International, I always wanted to acquire this wing. Never happened! I even said I would buy the wing from the captain, and it was the same captain many times over when we were on the same crew van from the hotel near the airport. Now I have the wing, but it took Walt Rehling to get it for me.



ACES (Colombia)

Aerolineas Centrales the Colombia (ACES) is a domestic airline in that South American country. ACES was established in 1971 and has continued services to this day.



SENTIMENTAL JOURNEY BACK IN TIME

NOW I'D LIKE TO BRING YOU THE STORY OF THE VINTAGE DC-3 FLIGHTS,
AS WRITTEN BY TRIBUNE STAFF WRITER STEVE ORLANDO:



"Gonna take a sentimental journey,
"Gonna set my heart at ease,
"Gonna take a sentimental journey,
"To renew old memories.
From the 1944 hit "Sentimental Journey"
written by Bud Green, Les Brown
and Ben Homer.

ORLANDO = Take a load off and grab a cup o'java. Here's the deal.

Me and a pal o'mine, we're just a couple o' regular Joes, see. Then we decided to take the trip. Hopped on a plane = big, beautiful bird = and winged it down to the Tropics. Key West. Yeah, that's the ticket. Livin' the life of Riley. It was swell.

OK, so that wasn't Humphrey Bogart talking and Harry Truman isn't president, but after a flight aboard Vintage Air Tours, it's hard to not fall into the vernacular of the era.

Using a pair of Douglas DC-3s = that venerable, twin-engine standard of the old-times = Vintage almost makes possible what Jules Verne always dreamed of: time travel.

Vintage was launched in January (1993) by Richard Branson, the British businessman behind Virgin Atlantic Airlines. In addition to day trips to Key West for \$252 per person, plus tax (or an overnight stay for \$387), Vintage offers non-stop charter service anywhere within 400 miles of its Orlando base.

N22RB "EVE" Msn. 4926 BEGAN LIFE AS A USAF C-53 IN APR 42. CONVERTED TO A CIVIL DC-3C AFTER WW-2, THE AIRCRAFT OPERATED IN AIRLINE SERVICE IN MEXICO FOR 10 YEARS AFTER THE WAR. IN JAN 56 SHE RETURNED TO THE USA AND FOR THE

NEXT 36 YEARS WAS USED AS A CORPORATE TRANSPORT, AMONG OTHERS BY EASTMAN KODAK CO. OF ROCHESTER, NY. VINTAGE AIRWAYS BOUGHT HER IN NOV. 92.

VINTAGE AIR TOURS photo
via DICK KORAN

Here's the Vintage ace in the hole: nostalgia. It's a highly marketable commodity these days, that appeals to all age groups.

For kids, it's just fun. A lot of kids have never flown in a prop plane before," said Vintage spokesman JOHN W. McCOLLUM.

For older folks, of course, they've been there before, so they get to experience it again.

In this case, nostalgia is for a specific time frame: May 8, 1945, V-E Day, when World War II ended in Europe with an Allied victory.

For starters, the tunes piped into the passenger cabin set the mood throughout the flight: Tommy Dorsey, Glenn Miller, Les Brown and other greats from the big-band era.

Flight crew clothing is patterned after that worn during the 1940s. Pilots don white, short-sleeved shirts, khaki slacks and matching, service-style brimmed caps. Air hostesses wear blue-gray uniforms with red piping; white gloves; high-heeled shoes; and overseas caps worn at a jaunty angle.

Even reading materials offered to passengers are real issues of Life, Look and the Saturday Evening Post magazines from the late 1930s and early 1940s.

Then there is the destination = Key West. It conjures up romantic Hollywood images of Lauren Bacall and Bogart in the celluloid smash "Key Largo."

"I think it was selected because it has a natural mystique," said McCollum, adding that Vintage hopes to expand eventually into Miami, California, Las Vegas, the Grand Canyon and even Havana = when diplomatic relations are restored between Cuba and the United States.

"But the Stars of the show are the airplanes themselves. Last built in 1945, the DC-3 today is, for many, the quintessential symbol of the airline industry's happier times = before deregulation, bankruptcies and rushed, impersonal service.

The older of Vintage's two examples, christened "Amelia" after aviator Amelia Earhart, was built in 1942. The second craft, "Eve", was built in 1944 and was named for Branson's mother, who was a flight attendant for British South American Airways.

Despite their authentic appearance, the planes have been outfitted with modern avionics, sound proofing, air conditioning, stereo sound equipment and oversized windows for sightseeing.

"The only thing that hasn't been replaced on these planes is their shadow," said pilot Steve Kingston, who flew DC-3s for Provincetown-Boston Airline before joining Vintage.

Having been properly greeted by air hostess Monique Brook, passengers climb aboard Amelia and settle into their seats, which lean back slightly because of the plane's tail-dragging posture.

With a high-pitched rasp of the starter motor barely audible inside the insulated cabin, the propellers spin into action, churning out the deep, rich sound only a radial engine can deliver.

The plane taxis toward the runway, and Brook cranks up the time machine by notifying passengers that they'll be cruising at altitudes between 4,000 and 6,000 feet and at an amazing speed of 150 miles per hour. "Please don't be alarmed."

She continues with a few news nuggets of the day: NBC is experimenting with television broadcasts; Ernest Hemingway has been seen in public with Ingrid Bergman; the military is developing aircraft that have no propellers.

"Experts say they doubt such experiments will get off the ground," Brook says with a smile.

It is with great regret that our Safety Card Editor, Robert Neal Marshall, has resigned. He wrote me to say an increased work load and a bigger involvement in other interests are not leaving him enough time to keep the column going.

Bob became Safety Card Editor with the DEC 90 issue of the CAPTAIN'S LOG and quickly put his own mark on it. It included a journalistic style of writing and the addition of the "Collector's Quiz" at the end of his column.

On behalf of all readers of

The plane is airborne, and the captain's voice comes over the speakers with a late-breaking bulletin: "We're getting some great news over the radio. I think the war is over!"

It's time to celebrate. The Andrews Sisters' "Boogie Woogie Bugle Boy" begins to play, and Brook breaks out the champagne and orange juice for mimosas all around.

Parts of the roughly 90-minute journey follows Florida's southwest coastline to take advantage of a less-crowded flight corridor. Before long, the brilliant, green water of the Keys appears below, and Amelia begins its decent.

Brook announced the temperature at Key West is "a lovely 88 degrees," the setup for another musical pun: "It's Too Darn Hot" by Lena Horn, followed by "Rum and Coca Cola" by the Andrews Sisters. The crowd chuckles appreciatively.

Once in Key West, passengers get a choice of how to spend their day: sailing and snorkling, or touring the island's historic treasures, such as Hemmingway's house, the Key West Lighthouse or ... most befitting Vintage's theme ... Truman's Little White House, the presidential vacation home restored to its 1940s splendor.

Either choice leaves plenty of time afterward to relax at a local watering hole before strolling to Mallory Square to watch the sunset celebration.

Key West's lights slip away beneath Amelia as it lumbers into the darkened sky.

The day is spent and so are most of the passengers. Everybody gets a slice of key lime pie ... on real plates with real flatware ... then the cabin lights are doused to let people snooze. Only a few bits of muted conversation drift around.

Lightning inside a summer thunderhead pops up in the distance off the left wing as the plane crosses the coastline near Naples. All too soon it is landing time, and Amelia sets down gently with "Comin' in on a Wing and a Prayer" playing in the background.

So ends another day in 1945.

"Never thought my heart could be so
yearny,
"Why did I decide to roam,
"Gotta take this sentimental journey,
"Sentimental journey home."

And so it goes.

SAFETY CARDS

the CAPTAIN'S LOG and especially from me, a big THANK YOU, Bob. We'll miss your columns.

Vacancy

The position of Safety Card Editor is now vacant and I am inviting anyone who is interested in taking over, to call, fax or write me. If you can produce three or four pages of safety card information four times a year, you could be the Editor we are looking for.

Since the CAPTAIN'S LOG is

produced entirely as a hobby, we cannot offer remuneration in money for your labors. Having the satisfaction you are helping your fellow collectors increase their knowledge, and your own in the process, is all the "payment" we can offer.

Owning or having access to a reasonably large collection of old and new safety cards from around the world is of course required.

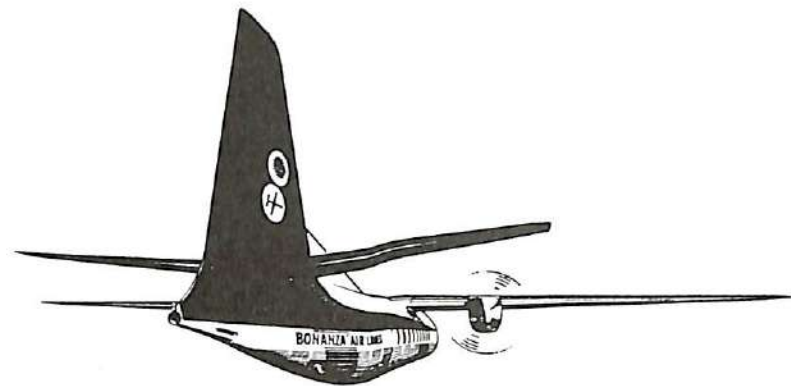
When considering our request, thinking, please remember that all material included in the CAPTAIN'S LOG is automatically returned to you after use.

JOOP GERRITZMA

AROUND THE WORLD of Airline Schedules

Copyright 1994
George W. Cearley, Jr.

The schedule article in this issue of the Captain's Log covers the history of Bonanza Air Lines from its formation in the 1940's until its merger with West Coast Airlines and Pacific Air Lines in 1968 to form Air West.



Bonanza

NEVADA ARIZONA

ROUTE OF THE GOLD STRIKES

PRESIDENT
E. C. Converse

VICE-PRESIDENT
W. J. Durston

VICE-PRESIDENT
TRAFFIC
M. E. Cole

SECRETARY
TREASURER
F. J. Murphy

DOUGLAS DC-3s
ON ALL FLIGHTS

SCHEDULE—AM ROUTE 105

City	Time	Direction
RENO, Nev.	10:05 AM	Read Down
CARSON CITY-MINDEN, Nev.	10:45 AM	Read Down
HAWTHORNE, Nev.	11:15 AM	Read Down
TONOPAH, Nev.	11:45 AM	Read Down
DEATH VALLEY, California	12:15 PM	Read Down
LAS VEGAS, Nevada	12:45 PM	Read Down
BOULDER CITY, Nevada	1:15 PM	Read Down
KINGMAN, Arizona	1:45 PM	Read Down
PHOENIX, Arizona	2:15 PM	Read Down
RENO, Nev.	7:45 AM	Read Up
BOULDER CITY, Nevada	8:15 AM	Read Up
KINGMAN, Arizona	8:45 AM	Read Up
PHOENIX, Arizona	9:15 AM	Read Up

RESERVATIONS and INFORMATION

City	Ticket Office	Telephone	Miles From City	Linnage or Cab Fare
CARSON CITY, Nev.	Douglas-Tahoe Airport	431	12	1.00
HAWTHORNE, Nev.	Municipal Airport	100	2	1.00
KINGMAN, Ariz.	Municipal Airport	32-92	9	1.00
LAS VEGAS, Nev.	New McCarran Field	3100	6	1.00
MINDEN, Nev.	Douglas-Tahoe Airport	431	3	1.50
PHOENIX, Ariz.	Sky Harbor Airport	4-7171	9	1.00
PRESCOTT, Ariz.	Adams Hotel	4-7311	4	1.00
RENO, Nev.	Municipal Airport	252	0	1.50
S. FRANCISCO, Cal.	United Air Lines	2900	4	1.00
TONOPAH, Nev.	Municipal Airport	742	0	1.50

EXPLANATION OF SCHEDULE REFERENCES
 (S) Service temporarily suspended.
 (PST) Pacific Standard Time. (MST) Mountain Standard Time.

Bonanza Air Lines had its origin in a charter service operating between Las Vegas and Reno, beginning in June 1945, and operating a Cessna Skymaster. A former military C-47 was leased later in the year and the airline was incorporated on December 31, 1945, with headquarters in Las Vegas, Nevada. Early Las Vegas operations were flown out of Skyhanger Airport, North Las Vegas Air Terminal, Nellis Air Force Base, and later Alamo Airport, renamed McCarran Airport. In 1949, the CAB awarded Bonanza a Reno-Las Vegas-Phoenix route in its decision in the Nevada-California Additional Service Case. Service was inaugurated December 19, 1949, using DC-3's, from Reno to Carson City, Hawthorne, Tonopah, Las Vegas, Boulder City, Kingman, Prescott, and Phoenix. The Las Vegas-Phoenix route was a former Transcontinental & Western Air (TWA) route. Pre-inaugural ad (at left) from 1949. Early services from July 1950 (at right).



BONANZA AIR LINES INC.

NOW SERVES THIS NEW ROUTE
(SEE THE DOTTED LINE)

IN ADDITION TO THE
ORIGINAL ROUTE
(SHOWN IN SOLID LINE)

★
**LOS ANGELES-SAN DIEGO
PHOENIX-LAS VEGAS-RENO
AND INTERMEDIATE POINTS**

Starting July 15, Bonanza Air Lines commenced daily schedules over the segment of the route shown dotted above, extending from Phoenix south to San Diego, and up to Los Angeles, with intermediate stops. These schedules have been carefully timed to make good connections with major airlines at Phoenix, San Diego, and Los Angeles.

For several years Bonanza has been serving the route extending north from Phoenix to Las Vegas, Reno, and intermediate points. Bonanza uses DC-3 equipment throughout.

CONNECTING
 American Airlines
 Frontier Airlines
 Pan American World Airways
 Southwest Airways
 Trans World Airlines
 United Air Lines
 Western Air Lines

JOINT FARES

In 1952 the CAB awarded Bonanza a Phoenix-Los Angeles route, via Ajo, Blythe, Yuma, El Centro, San Diego, Oceanside, and Santa Ana-Laguna Beach, in the Reopened California-Nevada Local Service Case.

BONANZA AIR LINES INC.

PRESIDENT
E. C. Converse

VICE-PRESIDENT
TRAFFIC
M. E. Cole

VICE-PRESIDENT
OPERATIONS
M. W. Reynolds

SECRETARY
TREASURER
F. J. Murphy

GENERAL OFFICES: McCARRAN FIELD, P. O. BOX 391, LAS VEGAS, NEVADA
PHONE 6600

RENO—LAS VEGAS—PHOENIX—SAN DIEGO—LOS ANGELES

Effective September 28, 1952

City	Time	Direction
RENO	10:05 AM	Read Down
CARSON CITY-MINDEN	10:45 AM	Read Down
HAWTHORNE	11:15 AM	Read Down
TONOPAH	11:45 AM	Read Down
DEATH VALLEY	12:15 PM	Read Down
LAS VEGAS-BOULDER CITY	12:45 PM	Read Down
BOULDER CITY	1:15 PM	Read Down
KINGMAN	1:45 PM	Read Down
PHOENIX	2:15 PM	Read Down
PHOENIX	7:45 AM	Read Up
AJO	8:15 AM	Read Up
BLYTHE	8:45 AM	Read Up
YUMA	9:15 AM	Read Up
EL CENTRO	9:45 AM	Read Up
SAN DIEGO	10:15 AM	Read Up
OCEANSIDE	10:45 AM	Read Up
SANTA ANA-LAGUNA BEACH	11:15 AM	Read Up
LOS ANGELES (INTL. Airport)	11:45 AM	Read Up

EXPLANATION (S) Service temporarily suspended. (PST)—Pacific Standard Time. (MST)—Mountain Standard Time.
 All times shown with DC-3 planes. (INT)—International Airport.

Schedules from October 1952 (above) show services on original Reno-Las Vegas-Phoenix route as well as then new Phoenix-San Diego-Los Angeles route.

BONANZA AIR LINES

ANNOUNCES A NEW SERVICE

Connections with Bonanza at Phoenix or Los Angeles provide excellent service to Ontario, Riverside, Indio, the Palm Springs area, and Coachella Valley.

CONNECTING
 RENO—DAL
 LAS VEGAS—TWA—DAL—WAL
 PHOENIX—DAL—PAL—TWA
 SAN DIEGO—DAL—WAL
 LOS ANGELES—DAL—WAL
 DAL—TWA—TWA—DAL—WAL

GENERAL OFFICES: McCARRAN FIELD, P.O. Box 391, Las Vegas, Nevada, Phone 6600.

(MST) MOUNTAIN STANDARD TIME. (PST) PACIFIC STANDARD TIME.

AIR EXPRESS • AIR FREIGHT • PASSENGERS • AIR MAIL

BONANZA AIR LINES

ANNOUNCES A NEW SERVICE

Connections with Bonanza at Phoenix or Los Angeles provide excellent service to Ontario, Riverside, Indio, the Palm Springs area, and Coachella Valley.

CONNECTING
 RENO—DAL
 LAS VEGAS—TWA—DAL—WAL
 PHOENIX—DAL—PAL—TWA
 SAN DIEGO—DAL—WAL
 LOS ANGELES—DAL—WAL
 DAL—TWA—TWA—DAL—WAL

GENERAL OFFICES: McCARRAN FIELD, P.O. Box 391, Las Vegas, Nevada, Phone 6600.

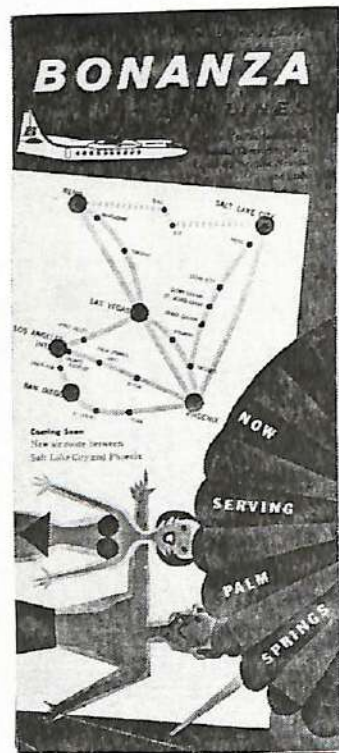
(MST) MOUNTAIN STANDARD TIME. (PST) PACIFIC STANDARD TIME.

AIR EXPRESS • AIR FREIGHT • PASSENGERS • AIR MAIL

LOOK!

NEW DIRECT flights between Phoenix & Yuma; Reno & Las Vegas. Also, from Phoenix to Los Angeles via Blythe, Indio, (Palm Springs -Coachella Valley) Ontario, Riverside.

In 1955 Bonanza and other local service carriers were granted permanent certification. Also in 1955 Bonanza was awarded a Phoenix-Los Angeles route via Blythe, Indio, and Ontario/Riverside, and nonstop Las Vegas-Reno service was inaugurated.



NOW

PHOENIX

NON-STOP
DAILY SERVICE

SALT LAKE CITY

ALSO DAILY FLIGHTS TO
PROVO - CEDAR CITY
PRESCOTT

BONANZA AIR LINES

In 1957 Bonanza was awarded a Las Vegas-Los Angeles route via Apple Valley and Ontario; and, in the same year, in the Service to Phoenix Case, Bonanza was awarded nonstop Phoenix-Salt Lake City service as well as local service on the same route via Prescott, Grand Canyon, St. George/Kanab, Cedar City, and Provo.

Effective March 29, 1959

BONANZA AIR LINES

B

13 YEARS OF SCHEDULED SERVICE

On March 29, 1959, Bonanza inaugurated Fairchild F-27A "Silver Dart" service with initial flights between Las Vegas-Reno, Las Vegas-Phoenix, and Salt Lake City-Phoenix.

Effective Feb. 11, 1960

BONANZA AIR LINES

NOW

BONANZA AIR LINES OFFERS THE

ONLY

JET-POWERED SERVICE

BETWEEN

LOS ANGELES
ONTARIO
AND
LAS VEGAS

JUDI B. BONANZA'S SYMBOL OF SERVICE

14 YEARS OF SCHEDULED SERVICE

Effective Feb. 11, 1960

BONANZA AIR LINES

SILVER DART

JET-POWERED SERVICE

BONANZA AIR LINES

Serving the states of California, Utah, Arizona and Nevada with our comfortable Air Prop Silver Dart

14 YEARS OF SCHEDULED SERVICE

Effective March 7, 1961

BONANZA AIR LINES

LOOK TO BONANZA

FOR THE FINEST WITH SILVER DART JET-POWER SERVICE

Serving California, Arizona, Nevada and Utah

Bonanza

"jets" you there faster!

14 YEARS OF SCHEDULED SERVICE

Effective March 7, 1961

BONANZA AIR LINES

1st

all jet-powered
airline in
America!

Serving California,
Arizona, Nevada and Utah

Bonanza

"jets" you there faster!

On February 11, 1960, Bonanza added F-27's on the Las Vegas-Ontario-Los Angeles route. The year 1960 saw the addition of more F-27 flights and by November 1, 1960, the last DC-3's had been phased out of service and F-27's were operated on all flights. Bonanza became the first all-jet powered airline in the U.S. (as shown on the March 1961 timetable at right).

Effective April 26, 1959

BONANZA AIR LINES

JET-PROP
SILVER DART

NOW SERVING THESE CITIES

LOS ANGELES · YUMA
PHOENIX · SAN DIEGO
LAS VEGAS · EL CENTRO
SALT LAKE CITY · RENO
and SANTA ANA

13 YEARS OF SCHEDULED SERVICE

Effective August 1, 1959

BONANZA AIR LINES

FIRST IN CALIFORNIA,
ARIZONA, NEVADA
AND UTAH WITH
JET PROP SERVICE

FOR YOUR CONVENIENCE...
A NEW CITY TICKET OFFICE
IN
LOS ANGELES
BEVERLY HILLS
3365 WILSHIRE BLVD.
Phone: BRadshaw 2-9366
Cityview 5-4132

13 YEARS OF SCHEDULED SERVICE

Effective Oct. 25, 1959

BONANZA AIR LINES

INTRODUCING
JUDI B.
BONANZA'S
SYMBOL OF
SERVICE

14 YEARS OF SCHEDULED SERVICE

Effective Jan. 1, 1960

BONANZA AIR LINES

JUDI B. BONANZA'S SYMBOL OF SERVICE

NOW...
GRAND CANYON

YEAR 'ROUND
DAILY SERVICE

14 YEARS OF SCHEDULED SERVICE

A series of timetables from 1959 and early 1960 during the first year of F-27A service. By the end of 1959, F-27's were operated on the following routes: Reno-Las Vegas, Las Vegas-Phoenix, Salt Lake City-Phoenix, Phoenix-San Diego-Los Angeles, and Phoenix-Blythe-Indio-Riverside-Los Angeles.

Effective March 1, 1961

BONANZA AIR LINES
Silver Dart Jet Props

SYSTEM SCHEDULE
Silver Dart Jet Props

SALT LAKE CITY / RENO / LAS VEGAS - PHOENIX

READ DOWN

	1	61 Ex Sun	31		5	63	33	65	FLIGHT NUMBER						32	62 Ex Sun	64	4	34	66	6	City Codes
	-SD-	-SD-	-SD-		-SD-	-SD-	-SD-	-SD-	EQUIPMENT						-SD-	-SD-	-SD-	-SD-	-SD-	-SD-		
SALT LAKE CITY & PHOENIX		10 45			3 40	4 48		9 10	Lv MST . SALT LAKE CITY . MST Ar					10 18	3 06				8 30		SLC	
					5 37	6 20		10 18	Lv . . . CEDAR CITY . . . Lv					9 13	2 01						CDC	
					6 20				Lv . . . PAGE (Glen Canyon Dam) . . . Lv						1 21						PGA	
									Lv . . . FLAGSTAFF . . . MST Lv						12 29						FLG	
RENO & LAS VEGAS			10 00				7 10		Lv PST . . . RENO . . . PST Ar					9 15				6 35			RNO	
			11 32				8 42		Ar PST . . . LAS VEGAS . . . PST Lv					7 40				5 00			LAS	
LAS VEGAS & PHOENIX	6 40			3 30			9 10		Lv PST . . . LAS VEGAS . . . PST Ar					7 19			2 25	4 40		10 18	LAS	
	8 12			5 02			8 45		Lv MST . . . KINGMAN . . . MST Lv					7 50						10 49	IGM	
	8 44			6 45			9 10		Lv . . . PRESCOTT . . . Lv					7 50						10 17	PRC	
	9 13	12 58	2 11	5 49	7 16	11 20	11 48		Ar MST . . . PHOENIX . . . MST Lv					7 00	7 40	11 30	2 15	4 30	6 20	9 45	PHX	

PHOENIX / LAS VEGAS - LOS ANGELES

	51	21 Ex Sun	45	23	47	53	35 Ex Sat & Sun	25	FLIGHT NUMBER						22 Ex Sun	46 (1)	24	52	48	56 Ex Sat & Sun	44	54	26	City Codes
	-SD-	-SD-	-SD-	-SD-	-SD-	-SD-	-SD-	-SD-	EQUIPMENT						-SD-	-SD-	-SD-	-SD-	-SD-	-SD-	-SD-	-SD-	-SD-	
PHOENIX & LOS ANGELES		7 20	10 00	3 30	5 55			8 30	Lv MST . . . PHOENIX . . . MST Ar					10 51	1 47	3 41		8 01				10 51	PHX	
		8 12		3 12				9 22	Lv MST . . . YUMA . . . MST Lv					10 02	2 52							10 02	YUM	
		7 43		2 44				8 54	Lv PST . . . EL CENTRO . . . PST Lv					8 29	1 29							8 39	ELC	
		8 18		3 19				9 29	Lv . . . SAN DIEGO . . . Lv					7 55	12 45							7 55	SAN	
		8 50		3 31				10 01	Lv . . . SANTA ANA-LAGUNA BEACH . . . Lv					7 23	12 13							7 23	SNA	
			9 48		2 45				Lv . . . BLYTHE . . . Lv						12 02			6 16					BLY	
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	7 46						5 55		Lv . . . APPLE VALLEY . . . Lv						1 51								APV	
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Above: Bonanza's all jet powered F-27 services as of March 1961.

EFFECTIVE JUNE 15, 1962

BONANZA AIR LINES




NON STOP
LOS ANGELES
LAS VEGAS
63 FLIGHTS WEEKLY
35 NON STOP
IN EACH DIRECTION

Serving the Sunny Southwest...
ARIZONA - CALIFORNIA - NEVADA - UTAH

BONANZA FIRST ALL JET-POWERED AIRLINE IN AMERICA

EFFECTIVE APRIL 28, 1963 EN VIGENCIA DESDE 28 DE ABRIL DE 1963

BONANZA AIR LINES



Las Vegas' new Jet-age Terminal
El Nuevo Terminal Aéreo del Las Vegas en la Era Jet

Serving the Sunny Southwest...
ARIZONA - CALIFORNIA - NEVADA - UTAH

BONANZA FIRST ALL JET-POWERED AIRLINE IN AMERICA

the **DOUGLAS**


DC-9

Another Great Name to be added to Bonanza's all Jet-Powered fleet!

In service early 1966. Subject to C.A.B. and Department of Commerce approval.

Effective March 1, 1966 through April 25, 1966

BONANZA AIR LINES



1964 PRESIDENTIAL CITATION FOR OUTSTANDING CONTRIBUTIONS TO U.S. AIR INTERNATIONAL COMMERCE

THE FIRST DC-9 JET SERVICE IN THE WEST

EFFECTIVE MARCH 1, 1966

BONANZA AIR LINES



THE FIRST DC-9 JET SERVICE IN THE WEST

RENO - LAS VEGAS - LOS ANGELES

FLIGHT NUMBER	443	133	417	603	445	315	435	435	453	137
SERVICE	C	A	K	A	C	A	Y	K	C	A
FREQUENCY	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sa	Only	Daily	Sa Only
EQUIPMENT	DC-9	F-27	DC-9	F-27	F-27	F-27	DC-9	DC-9	F-27	F-27
Lv RENO										
Ar LAS VEGAS										
Lv LAS VEGAS										
Ar APPLE VALLEY										
Ar RIVERSIDE										
Ar ONTARIO										
Ar SANTA ANA-LAGUNA BEACH										
Ar LOS ANGELES (Int'l)										

SALT LAKE CITY - RENO - LAS VEGAS - PHOENIX

FLIGHT NUMBER	503	105	133	107	435	109	137	515
SERVICE	Y	A	A	A	Y	Y	A	A
FREQUENCY	Daily	Daily	Daily	F-Sa-Su Only	Ex. Sa	Ex. Sa	Sa Only	Daily
EQUIPMENT	DC-9	F-27	F-27	F-27	DC-9	DC-9	F-27	F-27
Lv SALT LAKE CITY (MST)								
Ar CEDAR CITY								
Ar PAGE (Glen Canyon Dam) (MST)								
Lv RENO								
Ar LAS VEGAS								
Lv LAS VEGAS								
Ar GRAND CANYON (MST)								
Ar KINGMAN								
Ar PRESCOTT								
Ar PHOENIX (MST)								

Nonstop Las Vegas-Los Angeles service was inaugurated Spring 1962. Spring 1963 timetable (second from left) shows F-27A at new terminal, McCarran Airport. In 1963 Bonanza ordered three Douglas DC-9's from Douglas Aircraft Co. Bonanza received the Presidential "E" award in 1964 for its promotion of the "Visit USA" program and sales of low fare package tours to travellers coming to the U.S.

On March 1, 1966, Bonanza inaugurated DC-9 jet service between Las Vegas-Los Angeles, Reno-Las Vegas, Las Vegas-Phoenix, and Las Vegas-Salt Lake City. That year, headquarters were moved to Phoenix from Las Vegas.

Effective September 1 through October 24, 1964

BONANZA AIR LINES

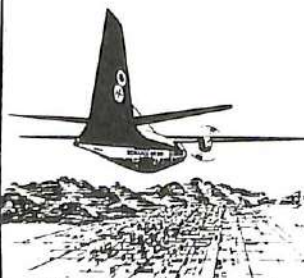
Budget-Aire
Los Angeles - Las Vegas

\$13 plus tax
EVERY FLIGHT • EVERY DAY

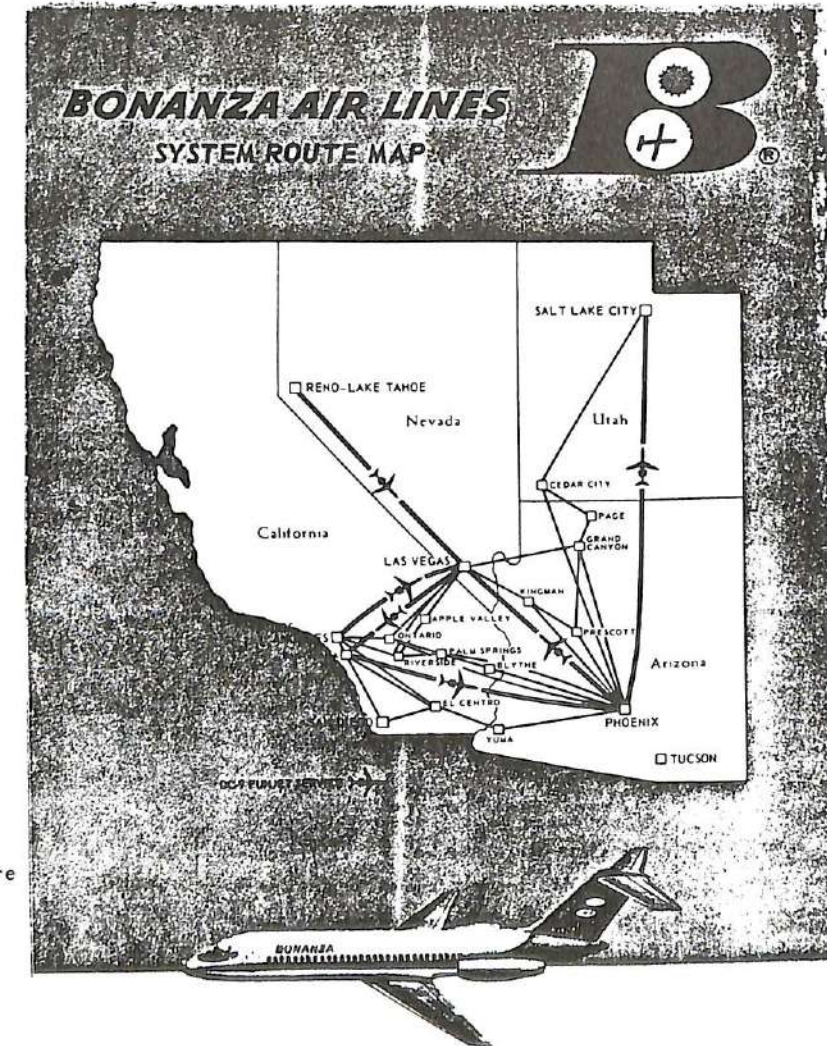


Effective April 25, 1965

BONANZA AIR LINES



First All Jet-Powered Airline in America



EFFECTIVE APRIL 24, 1966

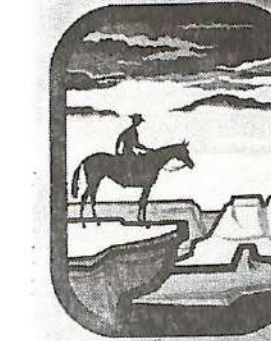
BONANZA AIR LINES



Serving the West with new DC-9 FanJets and F-27 Jetprop Silver Darts

EFFECTIVE OCTOBER 31, 1966

BONANZA AIR LINES



Don't have seen Arizona until you've visited the Grand Canyon

Only Bonanza flies to Grand Canyon Airport... right at the South Rim!

Flying Bonanza is like having a second car

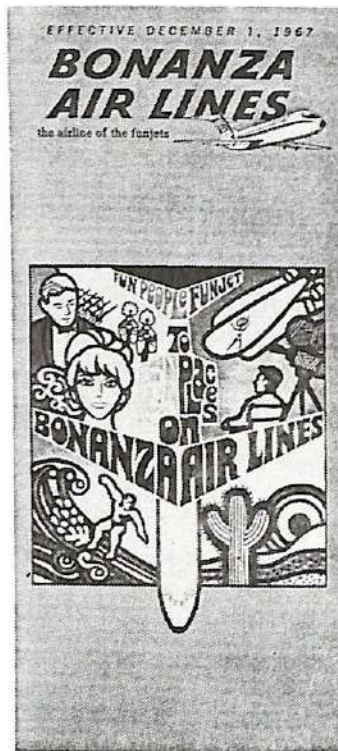
(only it doesn't cost as much!)

Announcing! 2 NONSTOP FLIGHTS DAILY between PHOENIX and SANTA ANA

Morning and evening flights. Commuter service for businessmen and so convenient for quick holiday trips. Just \$21 ea. way round trip plus tax.

In 1964 Bonanza introduced a one-way \$13.00 budget fare between Las Vegas and Los Angeles. Timetable second-left shows F-27 over Las Vegas area. Map at right shows DC-9 services as of Fall 1967, following 1 1/2 years of pure jet service on Bonanza's routes.

Timetable at left shows DC-9's at Las Vegas McCarran Airport. Bonanza ordered 3 additional DC-9's for delivery in 1967-68. Timetable at second left promotes Grand Canyon service to South Rim Airport. The Grand Canyon as of late 1966 was served with flights from Phoenix, Las Vegas, and Salt Lake City (latter via Cedar City and Page). The Grand Canyon-Las Vegas nonstops had begun April 1, 1966. At right is "Second Car" promotion from Spring 1967 showing automobile and F-27 in home garage.



A series of timetables from 1967-1968 shows Bonanza schedules and promotions during the airline's last year and one-half of service. New service to Tucson was added April 1, 1968; and international service to Mexico was inaugurated April 30, 1968, from Phoenix to Tucson, LaPaz, Mazatlan, and Puerto Vallarta. On April 17, 1968, Bonanza Air Lines, Inc., Pacific Air Lines, Inc., and West Coast Airlines, Inc., merged to form Air West, Inc. The schedules of the three airlines were merged and consolidated July 1, 1968.

AIRLINES *International* - D/FW Airline Memorabilia Show & Sale

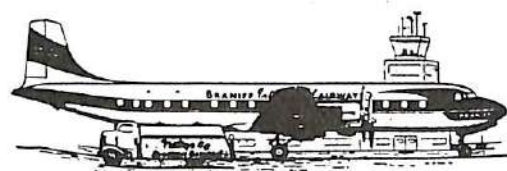
Saturday, April 8, 1995
9:00 am - 5:00 pm

Holiday Inn - DFW Airport NORTH
4441 Hwy. 114 at Esters Road
Between DFW airport & Belt Line Road
Irving, Texas

- 24-hour airport-hotel shuttle
- 7600 square feet of show area, about 150 dealer tables
- \$45.00 / night sleeping rooms, up to 4 people per room (+ tax)
- Friday - Sunday airline employee rate at Holiday Inn (with ID)
- Slide Shows Friday night 5:00 pm - midnight
- Hotel-catered food & beverages in display area
- Door prizes

For more information contact: George Cearley, Jr.
P.O. Box 12312
Dallas, Texas 75225

1968 Bonanza timetables
from Perry Sloan Collection. 18



George Cearley currently has the following books available: Atlanta Airport (\$22.00); Boeing 707/720 (\$19.00); Braniff Airways (\$27.00); Capital Airlines (\$16.00); Douglas DC-8 (\$19.00); and United Air Lines (\$20.00). Prices shown for orders in the U.S. only. Inquire for Canada and overseas orders. Books may be ordered from George W. Cearley, Jr., P. O. Box 12312, Dallas, TX, 75225.

THE PHOTO CORNER

by RICHARD J. FEDORCO II

ALL PHOTOS BY RICHARD FEDORCO
UNLESS CREDITED OTHERWISE

PROBLEMS WITH THE COLORS OF UNITED



ILYUSHIN IL-86 CCCP-B6075,
MSN.51483205044 OF AEROFLOT AT BRATISLAVA, BY PAVEL

BENCIK. THE AIRCRAFT HAS SINCE BEEN RE-REGISTERED
IN THE NEW RA- SERIES AS RA-86075.



LEFT:
BOEING
737-522 N9520A OF
UNITED AIR LINES AT
NEWARK (EWR). MSN IS
26699/2485. BELOW
THE COCKPIT, JUST
ABOVE THE NARROW RED
CHEATLINE, ARE THE
UA LOGO AND THE
WORDS "WORLDWIDE
SERVICE".



RIGHT:
BOEING
737-291 ADV
N9950A OF UNITED IS
TAXIING TO ITS GATE
AT DENVER. MSN. IS
22456/740.

this one would have brought out a truer gray, rather than the blue tint.

I think the best representation would be a photo of a freshly-painted aircraft on a slightly-obscured (high overcast) shadowless day on B&W 64 ASA film.

I also have a selection of

photos taken at DEN and SAN by myself, and one at Bratislava (BTS) by our friend Pavel Bencik.

I am in need of photos again. Please send me some of your best shots at the address on the inside front cover. I will get them back to you as soon as possible. Thank you.

We start the presentation in this issue with a photo sent in by MATTHEW MCPHEE of Minneapolis, MN: an excellent shot of Sun Country's newest livery, unveiled at MSP on 01 SEP 94. It includes a long gold (top) and a short red (bottom) diagonal cheatline along the fuselage and the airline name and tail logo in red. Both the aircraft registration (N289SC) in red, and the U.S. flag are on the air intake of the middle engine. This is a former Avianca and Capitol 727. I think the livery is a marked improvement from the hodgepodge scheme on 727 N283SC photographed at Denver (DEN) and also shown here.

In my previous column (DEC 93) I mentioned I would be showing you the newest United Air Lines scheme and I have added here several of my shots taken at Denver (DEN) and Newark (EWR). In his letter, Matthew McPhee asked if I can solve the puzzle of UA's inconsistent paint scheme. For example, why do we see a battleship gray in one photo, a creamy blue-gray in another, and a medium true gray in still another.

I'd like to help all the modelers somewhat and state the gray color applied to the aircraft is inconsistent. But before this is taken as a licence to paint your model any gray that happens to look good in your eyes, read on.

While true that at least five paint shops are doing the work (UA in SFO and IND, Boeing, Airbus and a contractor in PHX), the inconsistency in the shade of the actual aircraft is due primarily to "weathering", ultra-violet decay of the paint, the lack of polishing, application of de-icing fluid and other factors. Further complicating the problem from a photographer's point of view, the exposure is terribly critical on the gray, especially in color photos/slides. Remember, gray is the color of shadows. Therefore in the 737-200 shot at DEN, the shadow plays a huge role in the "making" of the gray tones. In the 737-522 shot on a cloudless day at EWR, the opposite is true. Perhaps closing the aperture one stop on

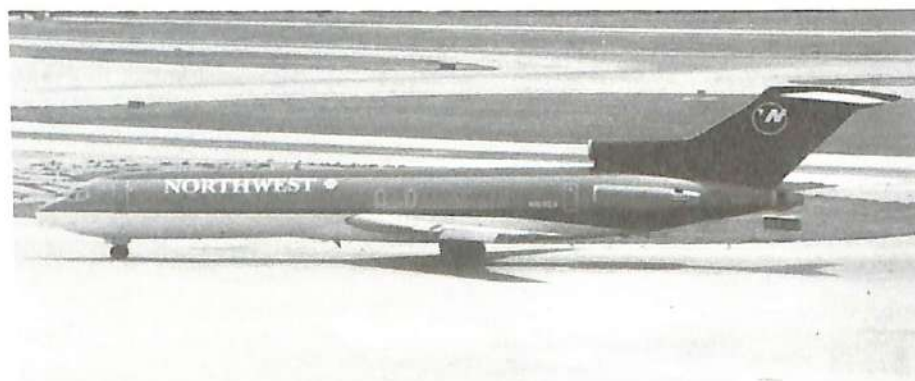
BOEING 737-500 OF US AIR LANDING AT SAN FRANCISCO. AIRCRAFT IS UNIDENTIFIED.



BOEING 737-25A ADVANCED OF MARKAIR, N685MA, MSN23791/1486 ROLLING AT DENVER.



BOEING 727-225 ADV. N818EA WAS FORMERLY WITH EASTERN AND NOW WORKS FOR NORTHWEST. SEEN AT DEN, ITS MSN IS 22555/1781.



LEFT: BOEING 727-225 ADV N283SC OF SUN COUNTRY AT DENVER, STILL IN THE AIRLINE'S OLD COLORS.



BOEING 727-225-200 ADV. N289SC WAS PHOTOGRAPHED AT MINNEAPOLIS/ST. PAUL BY MATTHEW McPHEE. IT SPORTS THE AIRLINE'S NEW, MUCH-IMPROVED, COLORS.



BOEING 757-232 N662DN OF DELTA AIRLINES AT DEN. MSN IS 24991/342.



MCDONNELL-DOUGLAS DC-9-31 N741L, MSN47418. WAS ON LEASE TO SUNWORLD (NOW DEFUNCT) WHEN SEEN AT DENVER. SHE WAS ORGINALLY DELIVERED TO TRAS-AUSTRALIA AS VH-TJP AND AFTER ITS SUNWORLD LEASE OPERATED ON LEASE FOR MIDWAY AIRLINES.



BAe 146-200A OF PSA AT SAN FRANCISCO. MSN. IS E.2027. SHE MET HER END IN A CRASH NEAR SAN LUIS OBISPO ON 07 DEC 87, EXACTLY THREE YEARS AFTER HAVING BEEN DELIVERED TO THE AIRLINE.

BELOW: MCDONNELL DOUGLAS DC-10 IN NEW CONTINENTAL AIRLINES COLORS AT DENVER. AIRCRAFT IS UNIDENTIFIED.

BELOW:

ARE THESE AIRLINERS TOO?

PHOTOGRAPHED BY DICK MEYER OF AMSTERDAM, THESE LOCKHEED P-2H (P2V-7B) NEPTUNE, SERIAL 210 (LEFT) AND GRUMMAN G-2A TRACKER, SERIAL 151, WERE FORMERLY WITH THE ROYAL DUTCH NAVY. THEY ARE NOW BEING USED BY KLM FOR ITS APPRENTICE TRAINING SCHOOL.



by GERRY COLE

IPMS O.K. AMB NOT

I like to begin this issue column by showing you some photos of models at the IPMS/USA national convention in Omaha, Nebraska, this summer. There were some interesting airliner entries and they were done with the excellence you'd expect from IPMS.

The first photo shows a beautiful Martin M-130 China Clipper in 1/130 scale and built from the Glencoe kit by JACK TAYLOR. This model won the 1/144 and smaller scale airliner class. In the larger scale class the winner was the 1/72 scale Boeing 40B built from the Merlin kit by BRYAN J. WYSS. Other models in that class included the Swissair Fokker F.VII/3m from the Frog/Novo kit by JOHN P. KELLY and the Pan American DC-3 built by D.W. MARTIN in 1/72 scale. More photos of IPMS entries the next time, including some beautiful "desert" color schemes.

Bad news:

The only bad news this time concerns "Airline Model Builder", the magazine published by Jeff McKaughan of Darlington Publications. The magazine has ceased regular publication and subscription money due has been refunded. The problem was not a lack of subscribers, but a lack of enough material on airline modeling to meet publication deadlines. I talked with Jeff at the IPMS national convention in Omaha, and it seemed at that time that publication in the form of an annual issue was possible. I even thought seriously of publishing the magazine myself, but my current business commitments don't allow enough time.

Kits:

Clint Groves of AA/ATP says Revell Europe has done some serious reworking of the molds of its 747-400 kit in 1/144 scale to eliminate fit problems. This includes the fuselage parts that resulted in a negative incidence angle of the wings. The corrected kit will likely appear in KLM markings.

The long-rumored Hasegawa DC-3 in 1/200 scale seems closer to reality. It seems Hasegawa has chosen to stick with 1/200 as their universal airliner scale, although the rumored price of the DC-3 would put it over the price of the excellent ESCI offering in 1/72 scale.

V.L.E. Models, a.k.a. Bob Wheeler, has produced some interesting vacuforms of early airliners. The latest is a 1/72 scale French Wibault 282/3.T12 from the early 1930s. This low-wing trimotor was first flown by CIDNA and Air Union and later served with Air France. Excellent decals for Air Union and Air France aircraft are provided. The kit is highly recommended. I purchased mine from Rosemont Hobbies, P.O. Box 139, Trixler Mall, Trixlertown, PA 18087. Write for kit price and handling charges.

New Decals:

Liveries Unlimited, producers of fine PanAm, Braniff and TWA Starstream decals for the Heller 707-321 kit in 1/72 scale, have literally burst onto the smaller-scale airliner scene with an

extensive line of 1/144 scale decals. How good are these offerings? Let me quote Clint Groves of AA/ATP:

"If some product isn't right, I tell my customers that. In the case of the Liveries Unlimited line, I have to say that they are better than my own ATP decal line."

Rather than do a "fleet", or the same livery on many different aircraft, Liveries Unlimited has chosen to pick their subject material from across the whole spectrum of both historical and current subjects. The decals include 737s from Piedmont (original colors), Malev Hungarian (200 and -300), Cayman, Aviateca Guatemala (-200 and -300), TACA (-200 and -300), TAP Air Portugal, Carnival, El Al, Avensa (billboard lettering), Presidential Airways (dark-blue lower fuselage and fin), South African Airways (new flag) and Air Namibia. 767s include El Al, TACA, LAN Chile, Ansett Australia, Egyptair and Malev Hungarian.

Instructions on shortening the Revell kits are included, along with tips on modifying kit engines as required (the artwork on the P&W to GE engine conversion should look familiar). The 1/72 scale Pan American, Western (Chieftain colors) and Braniff decals are repeated in 1/144 scale, along with new decals for a Southern DC-9 with "Happy Face", BEA "Red Square" Vanguard, Air Inter Airbus A320, North Central DC-9 Srs. 30 and 50 ("Herman" in its final colors), Ansett Australia Airbus A320 and Avianca 727-200.

Whew, that is some opening lineup and there are more coming.

How good are they? Well, each comes with cockpit and passenger cabin windows with appropriate silver frames, properly-colored exit markings, wing emergency escape routes (even the correct style for the 727) and = at long last = turbine warning stripes for the 737 nacelles. In short, these decals are the most-complete I have seen short of the best of the Revell Europe sheets. The registration on all decals I have examined was excellent and there is no excess clearcoat. The sheets are printed by SuperScale, so adhesion and flexibility should be fine. Prices vary from (U.S.) \$6 for the smaller sheets to \$7 for the larger of the 767 sheets. Quantities are limited to only 500 printed of each sheet, so don't wait too long to purchase yours.

Is there anything wrong with these decals? Well, there is one challenge on the Western 707 sheet. The thin red stripes are printed individually, rather than a properly-spaced group of three held together by the clearcoat. My hat goes off to the modeler who can manage to keep those stripes straight and evenly spaced down both sides of the fuselage.

One suggestion from Clint Groves about this: coat the groups of three with MicroScale liquid clear decal before removing them from the sheet.

My thanks to Clint for the opportunity to examine some early production samples.

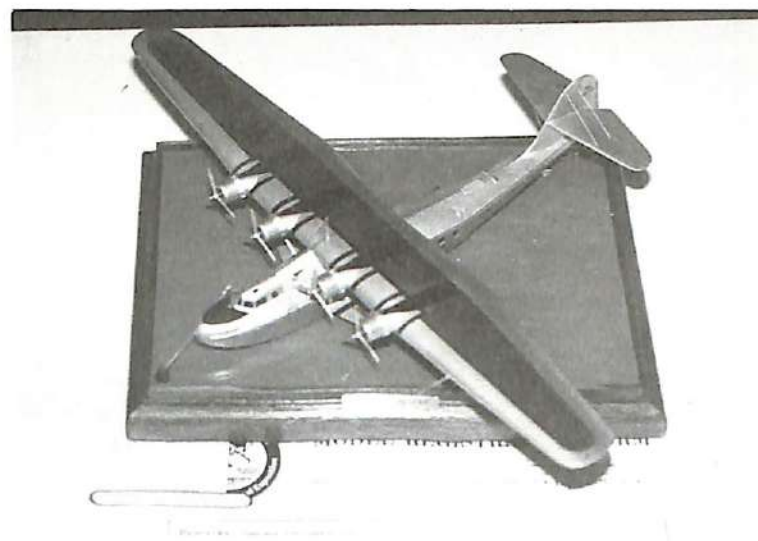
DACA Products in Belgium are well-known to modelers of modern jet fighters. They specialize in colorful color schemes of Mirages and F-16s of the Belgian Air Force. In co-operation with the Sabena Modelers Club they have produced three sheets of significant interest to airline modelers.

Sheet SAB 01 provides decals and comprehensive instructions for a Sabena DC-10 in 1/144 scale in either the dark-blue or newer medium-blue trim livery. Sheet SAB 02 provides markings for two or three 737s in either the dark-blue, medium-blue or latest light-blue-on-white fin liv-

ery. Sheet SAB 03 is in 1/200 scale and includes the medium-blue livery on the DC-10 and either Sobelair or Sabena medium-blue livery on a 737-200, -300, -400 or -500. All sheets appear to be very complete, with windows and separate light-gray frames, exit markings and wing escape routes. Instructions include many prototype photos and good line drawings. The prices are (in U.S.) \$13.50, \$16 and \$10.50 respectively.

DACA also produces a line of model enamels that match the decals. Sabena dark blue is PA-13, medium blue is PA-08, light blue is PA-14 and Boeing grey is PA-13. Paints are \$1.75 each plus shipping from Dave Klaus at Meteor Productions, P.O. Box 3956, Merrifield, VA 22116, USA. Phone (703) 591-0652 for additional information or on purchasing a catalog.

Meteor also stock the Fineline Decals from



ABOVE: MARTIN M-130 CHINA CLIPPER, 1/130 SCALE, BY JACK TAYLOR. FIRST PLACE 1/144 AND SMALLER SCALE AIRLINER CLASS, IPMS NATIONALS.

BELOW: BOEING 40B, 1/72 SCALE, BY BRYAN J. WYSS, IPMS NATIONALS.



ABOVE: FOKKER F.VII/3M OF SWISSAIR, 1/72 SCALE, BY JOHN P. KELLY, IPMS NATIONALS

BELOW: DOUGLAS DC-3 OF PAN AMERICAN, 1/72 scale, IPMS NATIONALS.



the U.K. Sheet 2007 in 1/72 scale has markings for one of two Air Atlantique DC-3s used in cargo charters and pollution control off the English coasts, as well as a Pollution Control cargo DC-6. All aircraft have white crowns, two-tone green cheat lines and titles with bird emblems on the vertical tail and rudder. Meteor's price is (U.S.) \$7. Fineline sheet 4003 has the DC-6 decals repeated in 1/144 scale and is priced at \$4. If you order from Meteor Productions, please tell them you saw the information in the CAPTAIN'S LOG".

ATLANTA AI '94 MODEL CONTEST

By RICK NEYLAND

The Airliners International 1994 Convention in Atlanta is history. In terms of display hall space, number of vendor tables, room in which to shop and perhaps some other categories, the convention was, as advertised, the largest one ever.

Among the countless airline collectibles which adorned the more than 370 tables, were the photo and model contests. The latter is the subject of this report.

As a departure from previous AI model contests, the '94 contest took place in the same hall, adjacent to the photo contest tables and a food concession. This arrangement permitted more of the attendees to view the models and photos, ask questions and hopefully generate a greater interest toward these aspects of the hobby.

This year's panel of judges included four veteran modelers, all of whom possess ramp access - a useful tool for judging the detail of the models of current aircraft compared to the real-life ones. My task was to coordinate the contest.

With pens, evaluation forms and clipboards in hand, the four judges methodically scrutinized each model, taking into consideration all areas of workmanship and realism.

Among the stars of the contest were three beautiful Revell 767s in the colors of Avianca-Colombia, Delta and new United; a vacuform Fokker 100 of American; a highly-detailed Heller DC-9 of Northeast; two very nice Delta 727-200s (one of which was chosen as the theme model), and a nifty VASP-Brazil MD-11. This last one was built with parts from three Minicraft/Hasegawa DC-10 kits. And we should not forget an eye-catching 1/100 scale Piedmont

Departure Lounge

Please keep those model photos coming. After the demise of AMB the CAPTAIN'S LOG is back to being the ONLY magazine with a regular airline model column and I need your help to continue.



767, British Airways 777 desk model, a gorgeous Lufthansa Airbus A340 and Delta CV-880.

The trophies presented this year were quite unique. They consisted of polished JT8 engine compressor blades, each in graduated sizes, mounted upright on an oak wood base and captioned with brass plates indicating the category and level of placement - the largest trophies intended for the special categories. All were provided courtesy of the Delta Air Lines engine and rotor shops.

The contestants themselves were to vote for the Best-of-Show model, but due to a low turnout, it was decided to allow the public to vote as well. Surprisingly, the top choice came from the Flights of Fancy category ... congratulations to MIKE USEVICH for his 1/200 scale Capital Airlines 737-200.

As indicated, the actual number of participating model builders was low. Of the about 45 models displayed on the five tables, nearly half were built by only two contestants. No models were entered this year in the Diorama and Junior categories. In spite of these disappointments, the contest was basically successful and the security provided was excellent. There were no incidents of attempted pilferage or disturbing any model.

A round of thanks is extended to the four judges, MATT CORNELL, ARMEN AVAKIAN, MIKE McCASLAND and MIKE BOLDEN. They all spent several hours performing a meticulous task.

Congratulations are in order to the winners, but all contestants, whether they placed or not, should feel proud of their work. When you read this, the AI'95 convention in Phoenix is only about half a year away. Now is the time to start building for it.

FROM TOP TO BOTTOM:
 -AVIANCA 767 by CHRISTIAN GALVEZ, 1st pl MEDIUM JET
 -NORTHEAST DC-9 by RICK NEYLAND, 1st pl LARGE JET
 -DELTA L-1011 by ALLAN EVANS, 2nd pl LARGE JET
 -PIEDMONT 767 by ALLAN EVANS, 3rd pl LARGE JET
 -DELTA 727 with BICENTENNIAL LOGO, by GREG STANLEY, BEST THEME MODEL
 -VASP MD-11 by DANNY ASHER, 1st pl MAJOR CONVERSION
 -CAPITAL 737-200 by MICHAEL VSEVICH, BEST OF SHOW
 -KLM 747-400 by HANS PENNELL, BEST DISPLAY MODEL

Photos by JET THOMPSON & ELLEN GERLING

AIRLINE DINNERWARE

by RICHARD W. LUCKIN

MORE SALT & PEPPERS

Last time I featured salt and pepper shaker sets used on the world's airlines, so this time I thought I'd pick up where I left off and share a few more before I move on to other pieces and shapes of china.

First, LAN Chile uses this pattern (#1) which features cobalt-blue decoration with gold lettering. Thanks go to RICK MORGAN for sharing them with us.

DICK WALLIN contributes this set from Ethiopian (#2) which is decorated in gold and was made by Wedgwood of England. Wedgwood is number three in the world for the production of airline china.

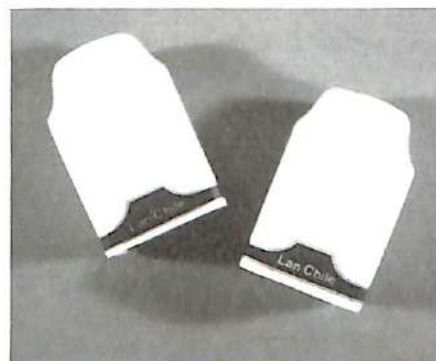
Noritake of Japan (a major supplier of airline china to the world's airlines) made this next pair (#3) for Royal Nepal Airlines and #4 is used on Ghana Airways. Both sets were also supplied by Dick.

Moving on from salt and peppers, this new, or perhaps I should say old, pattern from Canadian Pacific turned up recently. Royal Stafford of England made this order pattern. The goose is in color while the script-style lettering and pin-stripe along the rim are black.

Remember Freddie Laker? During his Sky-Train days, his airline offered what was called "Royal Service" (#6). It translated into Laker's version of First Class. The decoration is a burnished gold and each piece is marked "Laker" on the bottom. Wedgwood was the manufacturer.

This Air India piece (#7) showed up at the national AI convention in Atlanta this past summer. All of the decoration is gold and this pattern was made in Germany. This just might be an older pattern.

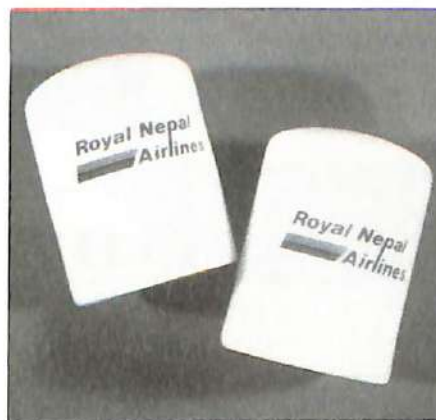
Here is a mystery piece (#8). I have been told this pattern was used on a Mexican airline. Does any reader have any information on it, or do you recognize the logo? The decoration is cobalt blue and the china was made in Mexico.



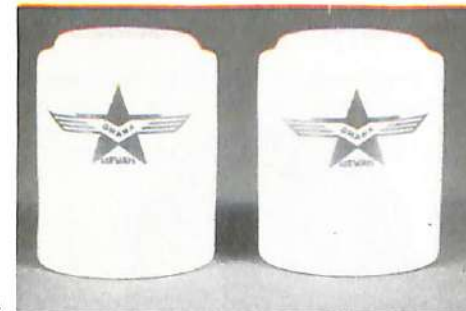
#1



#2



#3



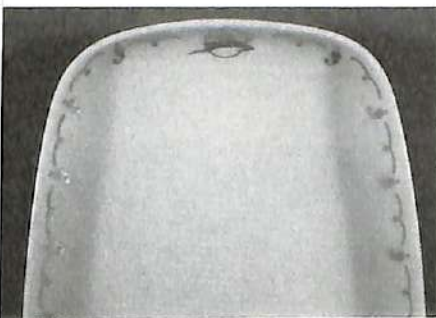
#4



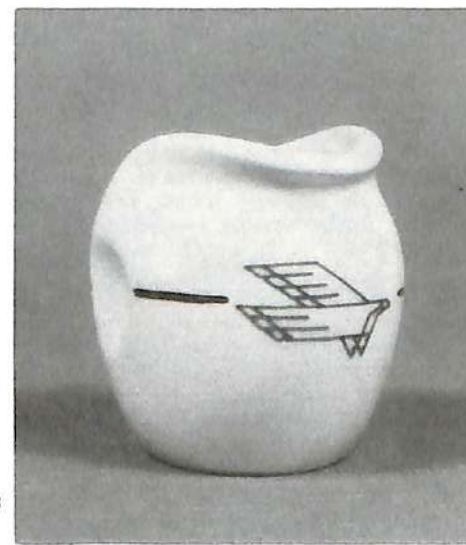
#5



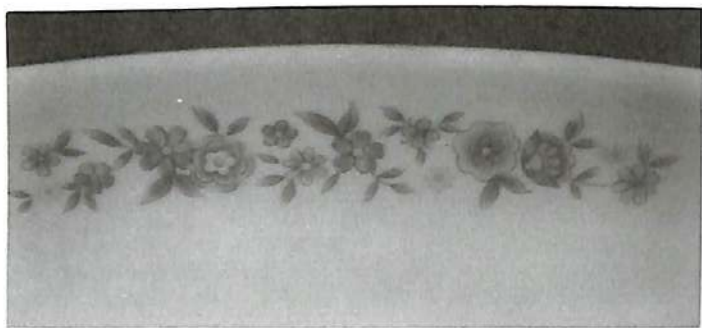
#6



#7



#8



#9

An older Wardair pattern (#9) recently joined my collection. The floral decoration features brown, yellow and blue flowers while the leaves are various shades of green. The piece was made in Japan.

Closing out this column are two special pieces. The first one (#10) is an Air Vietnam cup and saucer set, made by Noritake of Japan. This piece dates back to 1971. Decoration colors are cobalt blue and gold.

The final photo (#11) shows a cup and saucer set made by Wedgwood of England for the Presidential Service on Philippine Airlines. The decoration is in gold. This pattern was supplied in 1983.

The next time I'll be doing an in-depth story about Abco Trading Corporation. This organization imports china for many airlines. I think you'll find the story interesting.



#10



#11

WHAT IS IT?

by KEN TAYLOR

WINGS FROM U.S. LOCAL SERVICE AIRLINES

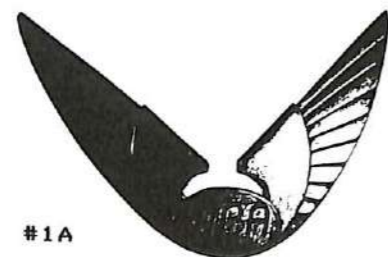
Because of an advanced deadline there are no questions in the column this time.

In keeping with this issue's theme of U.S. Local Service airlines, I'd like to show you some of their wings.

#1. West Coast Airlines of Seattle, Washington, had this cap badge in Sterling silver with green enamel letters WCA. The jacket wing was also in Sterling silver with green enamel. Both items were collected in 1957.

#2. This cap badge and jacket wing are the last WCA issue and were collected in 1966. Both are made of Sterling silver.

#3. Bonanza Airlines of Las Vegas, Nevada also had badges and wings in Sterling silver. Both were collected in 1965.



#1A



#2A



#1B



#2B



#3A



#3B

#4. Pacific Air Lines of San Francisco featured a silver-colored metal cap badge with red enamel surrounding the silver-colored eagle. This bright badge, and its matching jacket wing, were collected in 1966.

#5. WCA, Bonanza and Pacific merged in 1968 to become Air West. The Air West badge and wing, both in Sterling, were collected at the AI in Seattle in 1990.

#6. Next is a look at Trans-Texas Airlines. The hat badge shows a map of Texas in blue and gray enamel. Both the badge and the jacket wings were collected in 1966. Both are in silver.

#7. Mohawk Airlines of New York featured a cap badge and jacket wing of silver bullion (silver wire) on black felt. Both showed an Indian head and were collected in 1965.

#8. Piedmont Airlines of Winston-Salem, North Carolina had at least three badge designs. The first is in the form of a sunburst and contained four colors of enamel on silver metal. The bottom half of the logo in the center has "PIEDMONT" in capital block letters and "Air-lines" in upper and lower case script below it.

#9. The next badge, also a sunburst, has only two colors of enamel, red and blue. The logo now fills the entire center circle. Collected in 1967.

#10. Piedmont's very distinctive jacket wing shows a red enamel bird on silver. Collected in 1967.

#11. The third type of Piedmont badge and wing is of silver bullion on black felt with a silver bird as the center piece.

#12. Allegheny Airlines of Washington, D.C., had a silver hat badge with a red and blue wedge on a wreath. The name "Allegheny" was enclosed within the wreath. The badge and the matching wing were collected in 1966.

#13. An offshore entry is this gold cap badge of Trans Caribbean Airways. It was collected in 1959. TCA was merged into American Airlines in 1971.



#4A



#4B



#5B



#5A



#6A



#6B



#7B



#7A



#8



#9



#10



#11A



#11B



#12A



#13



#12B

On 07 OCT 94, KLM Royal Dutch Airlines celebrated the 75th anniversary of its founding in 1919. This makes it the oldest airline in the world still operating under its original name.

KLM started Amsterdam-London air service on 17 MAY 20 and this makes it the oldest international air service still being operated by the same airline.

On these pages we bring you a brief history of KLM's rich history, together with photographs and other illustrations of some of its past and present fleet.

1919

September 12 - Queen Wilhemina grants the royal charter to the embryo airline as a token of confidence.

October 7 - KLM Royal Dutch Airlines organized as a private limited liability stock corporation with Albert Plesman appointed administrator.

1920

May 17 - Inauguration of the Amsterdam-London service, the oldest international air connection in the world still operated by the same carrier under its original name.

May 29 - KLM's first charter flight, a De Havilland DH-9 round-trip between Amsterdam and London.

October 31 - Air service closed during winter.

1921

April 14 - Prince Hendrik of the Netherlands officially reopens air traffic after the winter.

May 9 - First KLM booking office opened in the centre of Amsterdam. It's the first of its kind in the world.

June 1 - Round-trip air fares introduced.

August 25 - First hotel, cafe and restaurant opened on Schiphol aerodrome.

1922

June 22 - KLM has flown one million kilometres and, later in the year, introduces winter service.

1929

June 2 - Scheduled Sunday services are introduced.

September 12 - Regular service between Amsterdam and Jakarta is launched.

1932

October 28 - First steward is hired.

KLM personnel are issued with uniforms.

1934

October 20 - Douglas DC-2 introduced, featuring soundproofed, ventilated cabin and automatic pilot.

1935

August 1 - First female flight attendant is hired.

1939

September 1 - Most European air services are suspended on the outbreak of World War Two.

1940

May 10 - All services from the Netherlands are closed. German bombing destroys 18 aircraft at Schiphol.

1945

September 27 - Re-opening of domestic route network following the war.

1946

April 1 - Albert Plesman appointed president of KLM.

May 21 - KLM is the first airline on the European continent to open service to New York after the war. Frequency is twice a week.

1949

May 29 - KLM inaugurates Lockheed Constellation service between Amsterdam and Montreal.



HOW TIME FLIES



1920: AMSTERDAM-LONDON = TWO WARMLY-DRESSED PASSENGERS ARE READY FOR DEPARTURE IN KLM'S DH-9, CHARTERED FROM AIRCRAFT TRANSPORT & TRAVEL OF ENGLAND.

tween Amsterdam and Montreal.

1951

December 4 - Amsterdam-Manila-Tokyo route launched.

December 7 - Amsterdam-Sydney service starts.

1958

April 1 - Economy class fares introduced on routes from Amsterdam to Montreal and New York.

November 1 - With the opening of the polar route to Tokyo, it is possible to fly around the world with KLM.

1960

The jet era starts at KLM with the introduction of the DC-8-30.

1966

KLM starts operating the DC-9.

1971

KLM is the first airline to operate the Boeing 747B, featuring an au-

dio music installation and four movie screens.

1972

December 19 - KLM is the first airline in the world to operate the long-range DC-10-30.

1974

April 29 - New service is launched between Amsterdam and Toronto.

1986

April 2 - KLM begins flying from Amsterdam to Vancouver and Calgary

1989

New service is launched to Halifax and Ottawa. The Boeing 747-400 is introduced into service.

1994: AROUND THE WORLD = MORE THAN 300 PASSENGERS IN SHIRT-SLEEVES IN AIR-CONDITIONED COMFORT IN KLM'S NEWEST, THE MD-11.



July - KLM takes a 20 per cent stake in Northwest Airlines.

1991

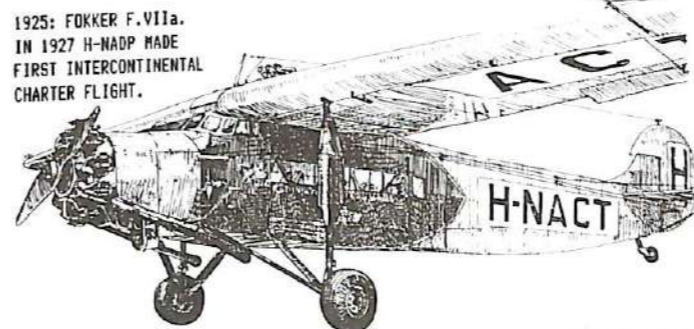
April - New KLM Cityhopper regional airline formed from merger of NLM City Hopper and NetherLines.

1994

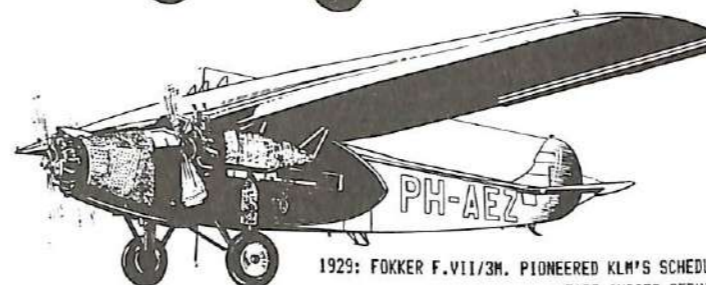
April - In conjunction with Northwest, KLM introduces World Business Class, the first product simultaneously launched by two carriers. October 7 - KLM celebrates its 75th birthday.



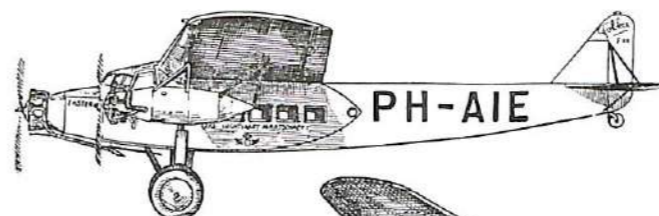
1921: FOKKER F.III. ENCLOSED CABIN FOR FIVE PASSENGERS



1925: FOKKER F.VIIa. IN 1927 H-NADP MADE FIRST INTERCONTINENTAL CHARTER FLIGHT.



1929: FOKKER F.VII/3M. PIONEERED KLM'S SCHEDULED EAST INDIES SERVICE.



1931/32: FOKKER F.XII (PH-AIE) AND F.XVIII (PH-A10) WERE THE WORKHORSES OF KLM'S SCHEDULED EAST INDIES SERVICE UNTIL DC-2 ARRIVED.

1934: KLM SWITCHED TO DOUGLAS DC-2 FOR EAST INDIES SERVICE. PH-AK6 SHOWN. DC-3 FOLLOWED IN 1937. (J. Gerritsma Sr. photo).



THIS COLUMN:

1945: C-45 SKYMASTERS RE-ESTABLISH EAST INDIES LINK UNDER NAME OF "NETHERLANDS GOVERNMENT AIR TRANSPORT" (KLM photo).

1948: CONVAIR 240 ENTERS SERVICE. PH-TE1 SHOWN (KLM photo).

1954: SUPER CONSTELLATIONS TAKE OVER LONG-RANGE SERVICES. L-1049E PH-LKB (CONV. TO L-1049G) IS SHOWN (Joop Gerritsma photo).

1960: KLM ENTERS THE JET AGE WITH THE DOUGLAS DC-8-30 (Gerritsma files).

1971: 747-206B ENTERS SERVICE. PH-BUK (CONV. TO 306B), IS SHOWN (Joop Gerritsma)



POST CARD CORNER

by WILLIAM DEMAREST

THOSE BEAUTIFUL "GOLDEN OLDIES" FROM SOUTH AMERICA

This year's Airliners International in Atlanta yielded quite a few new postcards. I have listed many of them in this column.

But first of all, congratulations to the AI crowd for a job well-done!

As I have mentioned in previous issues, I have moved into the age of automation by working with PCs, spreadsheets, databases, word processors and scanners to produce reference catalogs on airline postcards. Stay tuned for additional details.

Golden Oldies

The Golden Oldies section of this issue features postcards from my favorite part of the world - Latin America. I hope you enjoy my selection.

Please remember to send me notes and photocopies of any new airline-issued postcards that you may find in your travels.

O FABULOSO SUPER-H DA REAL

O mais avançado dos Super Constellation. A mais confortável viagem "turística de luxo" pela maior empresa de Transportes Aéreos de toda América Latina! O vôo "Scheherazade", um vôo de sonho, das Mil e Uma Noites!

REAL'S FABULOUS SUPER-H

The most advanced of the Super Constellations! The coziest "de luxe tourist" trip in the Largest Airline of Latin America! "Scheherazade", a dreamy flight, direct from the Marvelous "Arabian Nights!"

PANAGRA SKY CARD

PAN AMERICAN-GRAVE AIRWAYS, INC.
PANAMA, COLOMBIA, ECUADOR, PERU, BOLIVIA,
CHILE, ARGENTINA.

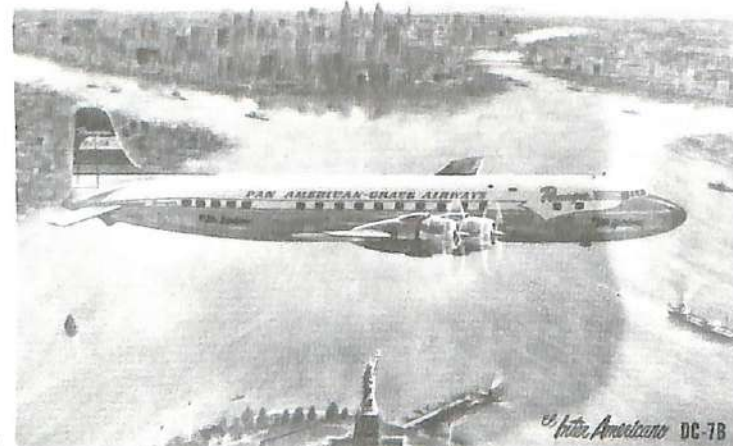
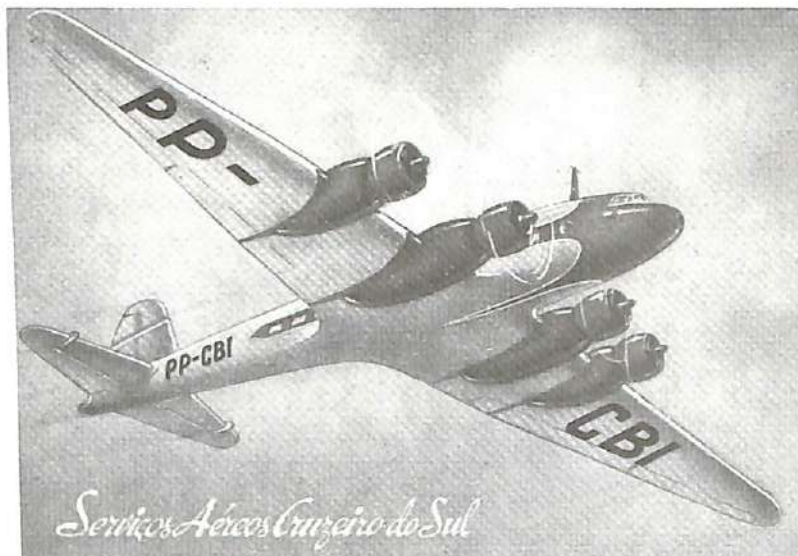


30



PP-CBI "ABAITARA" WAS ONE OF TWO FOCKE WULF FW-200 AIRLINERS THAT ENTERED SERVICE WITH SYDICATO CONDOR IN BRAZIL IN THE SUMMER OF 1939. ONE IS KNOWN TO HAVE REMAINED IN SERVICE WITH CRUZEIRO DO SUL, THE SUCCESSOR OF SYNDICATO CONDOR UNTIL AT LEAST 1950. THE FW-200 WAS THE FIRST ALL-METAL FOUR-ENGINE MODERN LAND-PLANE TO OFFER AIRLINE SERVICE IN THE AMERICAS, A FULL YEAR BEFORE THE BOEING 307.

LAMSA OF MEXICO WAS ASSOCIATED WITH UNITED AIR LINES AND OPERATED FORMER UAL DC-3s ON DOMESTIC SERVICES. XA-FUM HAS MSN 3255 AND WAS FORMERLY NC25611 "CHICAGO" OF UNITED.



Los Super Jet Rolls de MEXICANA vuelan a Chicago, Los Angeles, Guadalajara, Mazatlán, Mérida y Monterrey.



PLUNA

BOEING 727

Now on to the good stuff, the new postcards:

AIRLINE ISSUED POSTCARDS:

(All postcards are Continental size unless noted.)

Code:

IF - Inflight GR - Ground
FR - Facing Right FL - Facing Left
OV - Oversized MO - Model
TO - Take-off PB - Plane Back
DR - Drawing HO - Headon
R - Regular Size NC - New Colors
LV - Long View

ACES B727-100 IF FR PB in sunset
Adria A320 IF FL with border
AeroPeru DC10 IF FR OV with border
African Safari DC10-30 IF FL LN
African Safari DC10-30 GR FL with scenes of cockpit and tail
African Safari DC8-63 IF FR LN interior scenes
Air Atlantique DC3 IF FL
Air Belgium B757-200 GR FR
Air Berlin B737-300 IF FR with logo and "We Fly Europe"
Air Botswana BAe146 GR FR TO
Air Canada B747-100 IF FR OV NC
Air Malta A320 IF FR OV above farmland
Air Malta A320 IF FR TO OV
Air Malta B737-300 GR FL TO OV
Air Malta B737-300 GR FR TO OV
Air Malta A320 GR FL TO upclose nose view
Air Malta A320 GR FR upclose nose view with other tails
Air Malta B737-300 IF FR OV from below
Air Malta BAe146 IF FL from below with contrails and logo and border
Air Namibia Beech 1900C IF HO over desert
Air 2000 A320 IF FR with border and logo
Air 2000 B757-200 IF FR with border and logo
Air Vendee SF340 IF FR TO OV
All Nippon B747-400 set of 3 postcards with small picture of 747-400 advertising LAX, IAD and "To The World"
Avianca B767-200 IF FL Issued by FRA office
Aviateca B737-200 OV DR issued by MIA office, FR/FL nose views
Balair/CTA A310 GR FL NC OV
Braathens SAFE B737-500 IF FL OV "Sturup-Oslo"
Britannia B767-200 IF FL with border with logo
Britannia B757-200 IF FR with border
Croatia ATR-42 IF FR
Crossair RJ85 IF FL NC left bank above mountains
Crossair SF340 IF FL NC above mtns in a left bank
Crossair SF340 & RJ85 IF NC FL above mountains
Crossair SF340 IF NC FL distant above mountains
Crossair SF340 IF NC FL upclose above clouds
Crossair RJ85 IF FL NC above mountain peaks
Crossair RJ85 IF FL NC upclose from below

Dragonair A320 GR FR
Dragonair A320 IF FR from below
Eurowings ATR72 IF FL from above
Eurowings ATR72 IF FL from directly overhead
Eurowings ATR72 IF FR LN
Eurowings ATR72 GR FR upclose view of wing exit
Eurowings ATR72 IF FR
Faucett L1011 IF FR OV above lake and mountains
Finnair MD11 GR FR BW LV tail view
Finnair MD11 GR FR BW headon engine view
Finnair MD87 GR FR BW tail view
Finnair DC10-30 GR FL BW tail view
GB Airways B737-200 IF FR
German Touristic B757-200 GR FL 2 different postcards - one has Pratt & Whitney engines; the other has Rolls Royce engines
Great China DHC-8 GR FL
Interot DHC-8 IF FR with border and logo
Interot DHC-8 2 aircraft GR FR with border and logo
Interot DHC-8 IF FR TO from below with border and logo
Japan Air System DC10-30 GR FL longview at Naha Airport
Japan Air Lines B747-400 HO LN NC
Japan Air Lines B747-400 IF FR left bank above clouds at dusk
Japan Air Lines B747-400 GR FL 3/4 front view at dusk
Japan Air Lines B747-400 cockpit view
Japan Air Lines B747-400 LN viewed from rear on runway
Japan Air Lines B747-200F GR HO NC in hangar
Japan Air Lines B747-400 GR HO view over wing with engines
Japan Air Lines DC10-40 tail view from rear at dusk
Japan Air Lines DC10-40 GR FL NC nose view with crew on ground
KLM CityHopper SF340 IF FL above clouds
LOT Polish B737-500 IF FL OV
Malmö Aviation BAe146 GR FR TO in sunset
MarkAir B737-200 IF FL R
MEA A310 GR FL
MEA B747-200 GR FL
Midwest Express DC9-30 GR FL from rear with border
Midwest Express DC9-10 GR FL up close with border
Midwest Express MD80 GR FR with DC9-30 FL w border
ModiLuft B737-200 IF FL MO
Nomads B727-200 IF FL R MO
OFD Islander IF FR sectional card with view of islands
OFD 4 view card with Metro and Islanders
Philippine Airlines B747-200 IF FL NC
Reno Air MD80 IF FL TO from below
Royal Jordanian L1011-500 GR FR
Royal Jordanian A310 IF FL from below
Royal Jordanian A310 GR FL
Royal Jordanian A320 IF FR
Royal Nepal B757-200 IF FL "Gandahi"
Royal Nepal B757-200 IF FL "Karnali"
Royal Nepal B727-100 IF FL
Sabena A310 GR FR NC from rear
Saudia L-1011 IF FR "Prud to Serve"
Star Air F27-600 3 scene card with logo
Sun Express B737-300 GR FR HO
TACA B767-200 IF FR OV sideview
TACA B767 Cockpit scene with route map OV

TAP Air Portugal A320 IF FR R
TAROM A310 IF FR TO MO R from below
Transwede MD87 OV DR
Transwede MD87 FR DR nose view
Varig MD-11 IF FR
World Airways MD11 IF FL MO above clouds with border

With special thanks to: Bryan Cameron, William T. Fain, Howard Grant, Dr Barrie G. James, Rod Meyers, Dave J.G. Prins, Allan Van Wickler

GEOFF WILLIAMSON TRAVEL & AVIATION
PHOTOGRAPHY Santa Ponsa, Mallorca, SPAIN
GW06 - InterEuropean Airways B757 (2 aircraft) GR FL CO

NIPPON BEAUTY COLOR INC.
ANA 747-400 Marine Jumbo IF FL LN CO at Tokyo

PLANE VIEWS
P.O. Box 1164
Clackamas, OR 97015

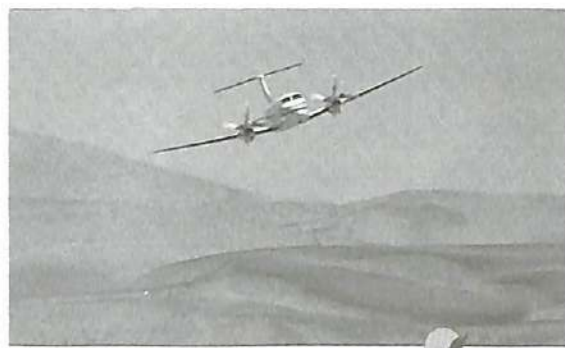
PV-060 Aloha's Island Air DO-228
PV-061 Trans World Express Jetstream 31
PV-062 United Express Beech 1900D
PV-063 British Airways Express/City Flyer ATR-42
PV-064 USAir Express Beech 1900D
PV-065 Northwest Airliner/Express Airlines SF340
PV-066 Horizon Air DO-228

MARY JAYNE'S RAILROAD SPECIALITIES
MJ-C94 Alexander Aeroplane DC3. Card produced for AI '94 ATL show
MJ1197 - Airline of the Americas B727-225
MJ1211 - MarkAir B737-3M8
MJ1212 - Meridiana MD-82
MJ1226 - United Airlines B737-522 NC
MJ1227 - United Airlines B757-222 NC

The photographs for the above postcards were taken by WAHS member Ken Bateman.

SKYLINER CARDS
129 - Martinair Holland DC6A
130 - Schreiner Airways C-47A
131 - KLM Royal Dutch C-47A
132 - Martinair Holland L-188C Electra
133 - KLM Royal Dutch DC8-53
134 - Martinair Holland DC8-32
135 - Schreiner Airways DC7-C
136 - KLM Royal Dutch L-1049G Super Constellation

PETER RENTZSCH POSTCARD SERIES
04/94a - Vnukovo Airlines IL-86
04/94b - Ural Aviali IL-18
04/94c - Daallo Airlines IL-18
05/94a - Americana B727-23
05/94b - Imperial Air TU-134A
05/94c - Aero Tumi AN-32B



The Airline of the wide open spaces **Air Namibia**



Air Namibia Routes



AIR CANADA
For all the world • Pour le monde



DRAGONAIR
Dragonair Airbus A320-200
Wingspan 34.10m
Length 47.57m
Height 11.70m
Cruising speed 540m p/h
Engines IAE V2500
Carries 168 passengers



Boeing DHC 8-100
Spannweite/Span: 25.89m
Länge/Length: 22.25m
Höhe/Height: 7.49m
Sitzplätze/Seats: 37
Reisegeschw./Cruising Speed: 500 km/h
Triebwerke/Engines: 2 PW 121

Die modernen Turbo-Prop-Triebwerke der Boeing Dash 8 haben einen sehr geringen Treibstoffverbrauch, besonders niedrige Lärmwerte und machen es damit zu einem äußerst umweltfreundlicher Flugzeug.
With its modern turbo-prop engines giving very economical fuel consumption and particularly low noise levels, the Boeing Dash 8 is an extremely environment friendly aircraft.

INTEROT Airways, Flughafen Augsburg, 8900 Augsburg, Telefon (0821) 270 97 0

TOP TO BOTTOM:
AIR NAMIBIA BEECH 1900C
AIR CANADA 747-133 C-FTDC
DRAGONAIR A320-231 VH-HYO
INTEROT DASH-8



Saab 2000 JetProp
2 pilots, 2 flight attendants
50 passengers
Max. cruising speed: 676 km/h
Max. range: 2150 km



AIR MALTA
Airbus A320
Air Malta introduced the first of this aircraft type (registered 9H-ABP) in September 1990, following it up with a second (9H-ABQ) in March 1992. A third A320 (9H-ABX) was the first dry lease of an aircraft in the airline's history (May to October 1992).



ASA Super DC 8-63

TOP TO BOTTOM:
CROSSAIR SAAB 2000
RENO AIR MD-82
AIR MALTA A320-211 9H-ABQ
AFRICAN SAFARI DC-10-30
(Back of card mislabelled Super DC-8-63.)



STICKER CHATTER

by DON THOMAS

NEW DELTA STICKER WITH A DIFFERENCE!

Well, the Airliners International '94 convention in Atlanta is history. It was well-managed. Buying, selling and trading was especially active between dealers and table holders. The Southern Buffet banquet was a great idea; the food was especially delicious. This is in contrast to the usual banquet, where serving hundreds of people at tables results in inferior food and service. Barbecued beef ribs were included - very tender. Did you ever notice that most restaurants feature only pork ribs? They must be cheaper.

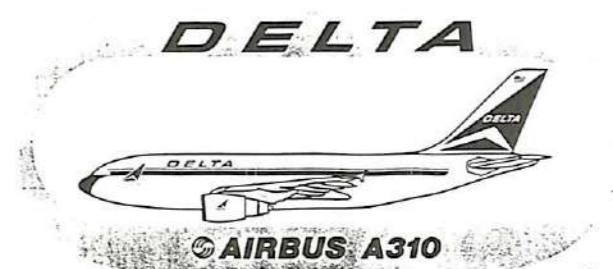
The Atlanta '94 sticker (#1) is colorful. A new Delta A310 sticker (#2) was included in the booty bag, as well as the old type. The new one shows DELTA in much-larger letters.

BILL DEMAREST sent in some attractive labels from Malaysia, which has opened service from Argentina to Asia by way of South Africa (#3-4). Bill also contributed a new BIL from SAL-SAA (#5). With two official languages in the Republic of South Africa (Afrikaans and English), the airline's name is Suid Afrikaanse Luuddiens - South African Airways. Also from Bill what looks like a label from Rio-Sul, a domestic airline in Brazil which operates 737-500s on the Rio-Sao Paulo shuttle service (#6). However, the "label" doesn't have an adhesive back and instead features advertising for the airline, together with a metric ruler for eight centimeters.

DAVE CHERKIS found the round Malaysia label (#7) and the 747-400 in two sizes (#8). The last two are each reproduced on the same scale to show their relative sizes. The next few labels were also contributed by Dave. They include the oval Canadian Regional (#9), Britannia on a blue background (#10) and Britannia Jet Cadets for young travellers (#11) on white, Aviaco (Spain) Fokker F.27 (#12), Finnair MD-11 on a blue background (#13), the 65th anniversary of Hawaiian Air-



#1



#2



#3



#4



#5



#7



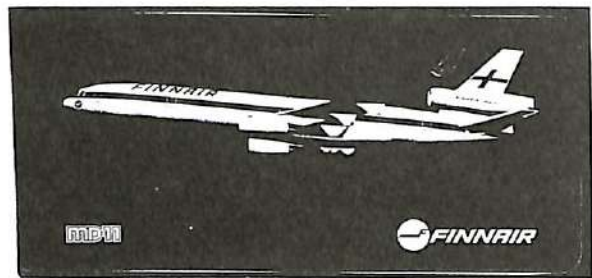
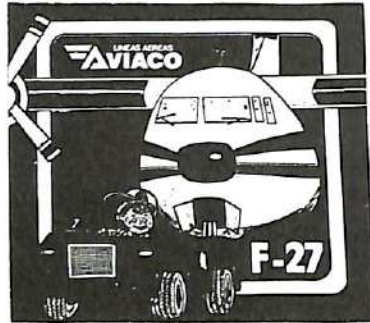
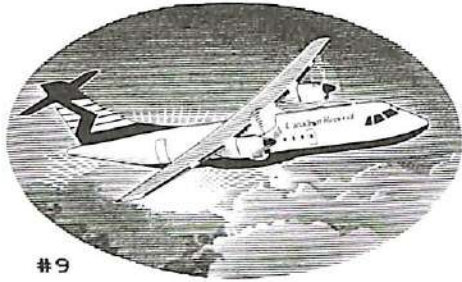
#6



lines (#14) and ValueJet Airlines (#15) which flies from Atlanta to Tampa and other destinations.

Air Ensiadina is a regional airline in Switzerland and flies the Dornier DO-328 (#16). This label was sent in by PETER RENTZSCH of Germany.

MARVIN GOLDMAN brought some stickers from Israel. The El Al "Eilat" one (#17) comes in hard-pink, green, gold and yellow and the other two are white on blue and say "El Al with all of one heart" (#18-19).



ED COUSINS writes that Eastern Metro Express, whose BIL was shown in the DEC 93 issue of the CAPTAIN'S LOG was not a new airline, but was one of the Metro Airlines group that went bankrupt when Eastern Airlines folded its wings.

HENK HEIDEN of Holland sent in a nice lot of new labels.: Transkei Airways (#20) of South Africa used to operate a BAe (HS) 748, as shown in this label, but it has since replaced the aircraft with a leased BAe 146-200. Air Atlantique still operates about a dozen DC-3 Dakotas (#21) in England. Royal Jordanian has a label showing the tail of one of its Airbus A320 (#22) and Balkan has a "doggy label" which is used on passenger tickets and baggage checks (#23).

Henk also contributed Xerox copies of two new KLM labels advertising the airline's new destinations: Baltimore/Washington (#24) and San Francisco (#25). Because these are Xerox copies I cannot see the colors, but I imagine KLM's two shades of blue are featured prominently on them.



AIRLINE PLAYING CARDS

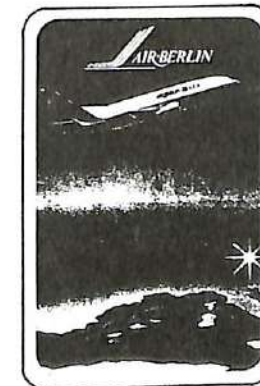
by THOMAS DRAGGES

Another Airlines International has come and gone. I would like to thank Jon Joiner and his crew for a job well done. I am sure everyone had a good time. The Delta Airlines tour I was on, was great. We were given the opportunity to see what goes on behind the scenes to prepare an aircraft for service. Once again, thank you for a great time!

It was also great to renew old friendships and acquaintances and to make new friends.

Now on with the new and old playing cards, some of which I obtained at the convention.

#1. I begin with this Air Berlin card showing one of



their 737-400 aircraft. The card has a white border. The map of Europe is in yellow, tapering to green toward the north. The name and logo at the top are in white against a blue sky.

#2. The next card was issued by British Airways in 1993. It has a white background with a thin navy-blue boundary line which is interrupted at the top and bottom by the BA logo in red. Of the text, the city names are in silver on navy blue and "Non-stop B747" is in red on silver.

#3. This Canadian card was issued earlier this year. It shows a 747-400 inside an oval.

The card's background is white.

#4. Saudia (Saudi Arabian Airlines) shows a 747-300 on this card. It has a wide yellow border with a narrow black border just inside it. The aircraft with white (top of fuselage), green (tail) and blue (fuselage cheat line) livery is pictured against a blue sky. Date of issue is unknown to me.

#5 & 6. Singapore Airlines issued these two lovely cards in 1993. One deck shows a safari scene with giraffes and the other pictures the Statue of Liberty towering over the skyline of New York City. Both cards show the face of a Singapore flight attendant. Noteworthy is that neither deck names the airline that issued it. The only clue is provided by the minuscule logo on the tail of the small 747s flying through the scenes.

#7. Southwest Airlines issued a deck for their 20th Anniversary in 1991. The colors of the wing are silver with the center being in yellow, blue and red. Text in the bottom half of the circle in the center reads "20 years of loving you".

#8. In 1992 Southwest issued this deck to promote their cargo services. The card is in white with the airline name in black and all other printing in red, with the word cargo in white.

#9. The next card is one in a series of collector's decks issued by TWA. This card shows a Lockheed L-1649 Starliner ("Starstream" in TWA service). It is the third deck in this series that I know of and it came out in 1994.

#10 & 11. Eva Air issued two new decks recently, illustrating the 747-400 and 767-300ER. The illustrations are real photographs with the airline's white globe logo on the green tails prominently enhanced by the angle from which the photos were taken. The 747 seems to be flying over open water, while the 767 is pictured with a mountain range in the background. Both cards are smaller than the standard size of playing card.

Trans Asia Airways has also issued a new deck. It shows top and bottom bars in gold, each bar being separated from the center by a narrow white band. The center itself is in purple

with gold designs. The airline's logo is shown in the top bar and its name in Chinese and English in the bottom bar. The card is not illustrated because gold and purple both reproduce in black.

This does it for this time. Until the next issue and in the meantime, happy collecting and may you be dealt a winning hand.



#2



#3



#4



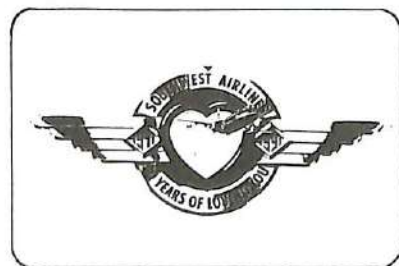
#5



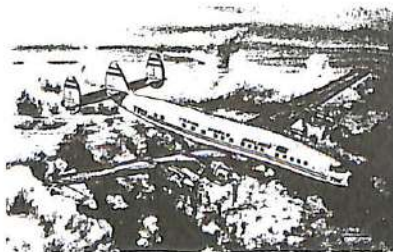
#6



#8



#7



#9



#10



#11

36

JUNIOR CREW INSIGNIA

by STAN BAUMWALD

HAS THE QUESTION OF THE BOAC

JJC BEEN FULLY ANSWERED NOW?

OR IS THERE MORE TO IT??

ILLUSTRATIONS © 1994
BY HERMAN VAN DYK
(EXCEPT BOAC WINGS)



#1



#2



#4



#3



#5



#7



#6



#8



#9

Every time I come back from one of our international conventions, I get to write a longer article because I always find so many new junior wings there.

This year was no exception. First, I got this Comair wing (#1). I believe it has been out there for some time, but apparently I missed it. This Stoffel S-1 wing is pin back, gold in color with red letters.

My Canadian friends came up with two items. One is a new Canadian Regional junior wing (#2) in Stoffel S-7 style. Canadian Regional is the result of a merger between several commuter/feeder airlines associated with Canadian Airlines International, the biggest of which was Time Air. CAI has also issued a simple paper junior wing (#3). It comes in various shades of gold and has a peel-off, stick-on backing.

DAVE CHERKIS has come up with three different Hawaiian Airlines junior issues. One is made wholly of purple plastic and is covered with a design in gold (#4). Another one like it has different colors and Dave says it is the current issue. I did not have anything I could trade him for it, so I did not get a copy and can't tell you the exact color. In addition, Dave found a puffed vinyl wing of the type made in China (#5). This is gray with black text.

The fun doesn't end here. Through some trading I acquired more wings. Empire Airlines issued this Stoffel S-6 wing in silver with red letters (#6). Air France has a new Futur Pilote wing (#7) which is really different from the previous issue. It is a peel-off, stick-on badge. The hat bill is black, cover blue and lettering yellow, except for the airline name in white. Knowing Air France, there must be a Future Hostess wing out there. Who can find us this one and send me a copy? I understand these are to be found in the bags they give away to children travelling on their airplanes.

TWA came out with a new wing (#8). Actually, it is the same wing they have had in the past, only instead of being a pin-back, this is a stick-on type

From my KLM friend DAVE PRINS I obtained the new KLM wing, which depicts the aircraft type (747) Dave flies (#9). It is in metal and mostly blue in color.

This wing is a break from the previous KLM issues because it is generic, i.e. the same wing for both male and female junior flyers.

From one of my collector-friends in St. Louis came a new find. It is a metal United Air Lines Junior Stewardess wing (#10) exactly like the real one that I have in my collection, except for the wording. The depth of the wing ranges from 1/8 inch (3 mm) at the feather to 1/4 inch (6 mm) at the shield. It is silver in color and red and blue in the shield. I saw a similar wing at the Atlanta show, but it was much larger. It was on a paper hat and came with other paraphernalia for children that would be sold in a gift shop. Based on that, I would put this wing into the gift-shop category and am calling it a very welcome addition to any collection.

In addition to the above, I have found a new wing from Singapore Airlines (#11). It is made of metal and comes in gold and black colors.

MARV GOLDMAN, our resident expert on El Al, informs me the airline has taken its current junior wing and re-issued it as a stick-on, instead of the pin-back.

And don't forget the new Garuda Indonesian (#12), Varig (#13) and Aloha (#14) wings. These arrived only a few days after I submitted my column for the previous issue of the CAPTAIN'S LOG. Garuda's wing is made of blue plastic and has gold lettering and design. The new Varig wing is exactly like the old style, but it comes in all-gold color instead of having a blue center like the previous issue. The Aloha wing is Stoffel S-1 style, stick-back, in gold with blue lettering.

Last but not least, in the previous issue I mentioned the new Carnival Air Lines wing, but I had no picture. Now I do and I am showing it here to you (#15). As you can see, it is a puffy-vinyl wing made in China. Carnival is based in Miami and used to fly charters to the Caribbean for Carnival Cruise Lines. Lately the airline has started scheduled services between Florida and various parts of the U.S. This puffy vinyl wing is grey in color with the logo in red, white and blue.

All-in-all, a very good few months for new airline wings. My book keeps getting bigger and bigger. Just keeping up with these new issues is getting to be quite a project. The Junior Crew Member Wings book now numbers 135 pages. When I

started this project, the original book by Bob Feld was about 30 pages. Now, that is progress!

Please note:

About the middle of November I will move to another home in Coral Springs, Florida. The new address is:

1242 NW 102nd Way
CORAL SPRINGS, FL 33071

I hope to keep the same telephone number: 305-341-5112.

At the time of writing this, I did not know the exact moving date because the home was still being built and the completion date always seems to slip back. I will keep everybody posted.



JERRY ELMAS of Austin, Texas, sheds some more light on the BOAC Junior Jet Club wing about which we asked information in the past two issues of the CAPTAIN'S LOG. Jerry writes:

"I was a member of the JJC during my childhood. I was eight years old when I flew from LHR to ORD on BOAC. As I recall, the flight was on a VC-10 or Super VC-10. At the time, I didn't log the tail numbers. By the way, it was AUG 67 that I made this flight.

"Anyway, to make a short story long: I do recall getting copies of 'FLEETWINGS', but I haven't seen one in years. Somehow, over the years I managed to hold on to my wings, but my log book got lost. I am sending you a Xerox copy of the wing."

(Editor's comment: Note the wings of this wing are shorter than on the one shown previously, which came from a BOAC brochure. It appears the wing in Jerry's collection is a pin back. Both are shown here!)

Jerry continues: "I had occasion to fly BA just after the merger (of BOAC) with BEA in



JJC WING FROM BOAC BROCHURE



JJC WING FROM JERRY ELMAS COLL.

1974, around June if I recall. This time I flew on a 747 from ORD to LHR. I recall vividly that the aircraft was still in BOAC colors but had British Airways titles on it. On that flight my sister got a JJC kit which had still the BOAC logo on the wings and log book.

"I don't know what ever happened to the JJC after the airline became British Airways. I only started collecting as an adult about five years ago. Most of the items I have, I have picked up just in the past few years. However, the wing has somehow managed to move with me for the past 27 years. Amazing the things we hold onto in life, n'est pas?"

Once again another great convention! I acquired many new sticks, some of which are shown here, while keeping with the theme of this issue. But before I get into them, here are some updates on two of my previous articles.

Vol. 19, #2, page 112. I found a second variation to the Continental Airlines stick in fig. 5. At first glance I thought this stick was black, but on closer examination it turned out to be very, very dark blue. The one shown in fig. 5 on that page is actually a royal blue. Other than the color, both sticks are identical in every way.

Vol. 19, #3, page 169, mentioned after fig. 10, the Pan American Ski Lifter stick is shown in this column (Fig. 1). Thanks to BILL GAWCHIK of Yonkers, NY, I now have four of the five known types, along with the following details: The sticks are ski-shaped, 6" (15.2 cm) long and almost 5/16" (almost 1 cm) wide. Bill says that as far as he can remember, these sticks were used in the late 1960s. The reverse of the sticks has a 1/16" (2 mm) wide groove along the center with the name of the manufacturer, "Spir-it USA" inside the groove at the flat end. Known colors are red, yellow, dark blue, white and black, and all have gold hot-stamped logo and text.

Another stick that Bill told me about (now shown) is similar to the navy-blue globe and wing stick shown in Fig. 1 of the Pan American column in issue 19/3. But instead of a globe and wing on the top, both ends have a ball bottom and Bill says he has one of these 6" (15.2 cm) in navy and gold. If you read this, Bill, could you please send me a Xerox copy of this stick for illustration in the CAPTAIN'S LOG?

I also came a cross a possible new variation to the first style of the bat-shaped stick (Fig. 7 in 19/3), but unlike the others, all of which have the logo and name in silver, this one has no silver on it at all. Upon close examination of this stick, I can find no sign the silver has worn off and I am led to believe this was either an omission in manufacturing, or a new variety altogether. Is it possible that other colors came this way?

Now on with the new sticks:

AIRLINE HAPPY HOUR

by AL S. TASCA

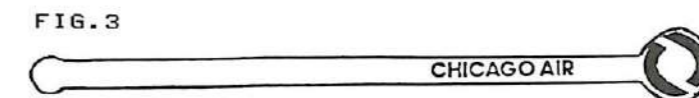
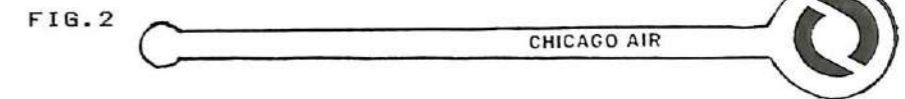
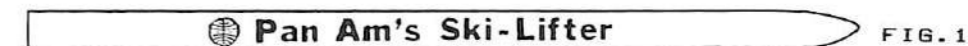


Fig.2 - I acquired this Chicago Air stick at the AI convention in Atlanta. It is 5.5" (14 cm) long and the dark-blue name and logo are hot-stamped. The manufacturer's name, "Spir-it USA" is on the reverse, just forward of the round concave end.

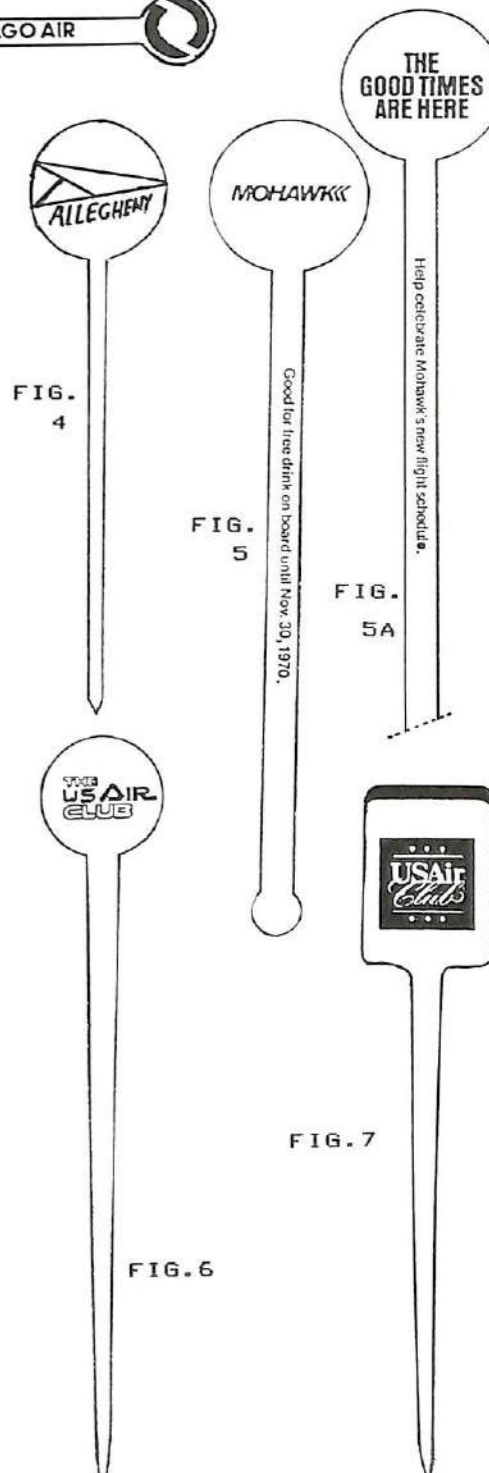
Fig.3 - Although this 5" (12.7 cm) stick looks identical to the one in Fig. 2, even down to the round concave bottom and manufacturer's name, there is one main difference: the dark-blue name and logo are raised. I would like to know if they are of the same set or if there is a raised large one and a hot-stamped small one. Does anyone have any information?

Fig.4 - This Allegheny stick measures 4.5" (11.4 cm) and is clear, one-sided and with a round shank. The logo and name are raised and carries no manufacturer's name.

Fig.5/5A - Flat Mohawk stick with two different sides. It is 6.24" (15.9 cm) long and the text is hot-stamped in red. The manufacturer's name, "Spir-it USA" is just forward of the flat round end.

Fig.6 - I was told this one-sided USAir stick was used in the airline's private membership airport lounge. It is 5.5" (14 cm) long and flat. The color is white, with "THE" and "CLUB" also in white with black-lined edges. "US" is in reddish but "AIR" is solid black. "Spir-it USA" is just forward of the pointed end.

Fig.7 - This one-sided stick came from HOWARD GRANT, who said he got it at the USAir Club in Pittsburgh. The stick is white with a hot-stamped,



dark-blue rectangle and white text. "Spir-it USA" stands just forward of the pointed end.

Fig.8 - This one-sided flat spade-end stick is 5" (12.7 cm) long with the name in hot-stamped burqundy. I was told this is one of USAir's older sticks, although I cannot give any exact dates on it. There is no manufacturer's name.

Fig.9 - This USAir pick is only 4" (10 cm) long and is also white with text in hot-stamped burqundy. However, it does have the manufacturer's name "Spir-it USA" just forward of the pick end.

Fig.10 - Last but not least is what was probably the latest issue by USAir., since I have not seen any newer ones. This stick is 4.75" (12 cm) long, has a hollowed-out center and a raised gold name. Once again ... no manufacturer's name.

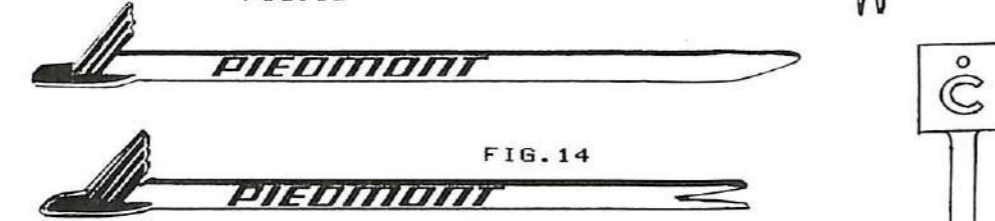
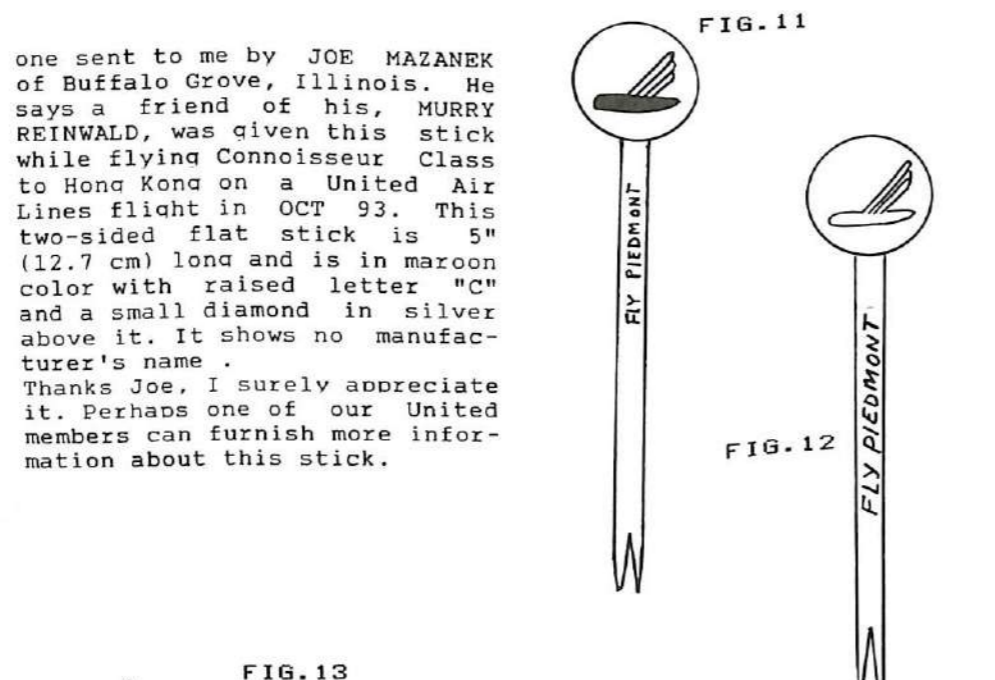
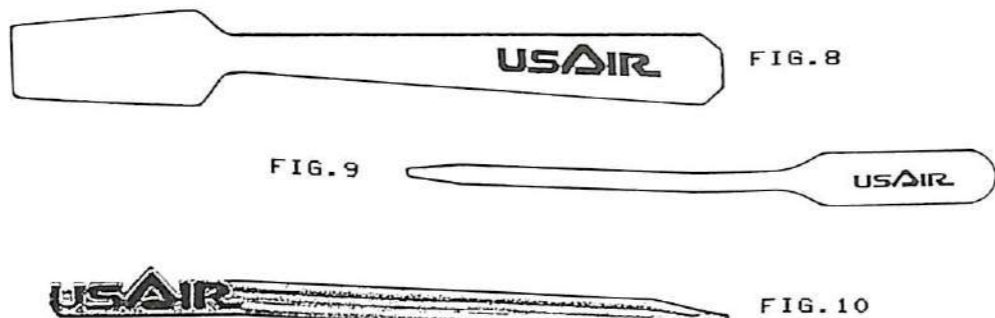
Fig.11 - This earlier Piedmont stick is only 4" (10 cm) long and is one-sided. I have three variations of this stick and all have a raised ridge around the top, raised logo and text. The variations are: dark blue with silver text, logo and ridge; darker blue with gold text, logo and ridge; and very dark blue with gold text, logo and ridge. All have the manufacturer's name "Mi-Ko" above "USA" on the reverse just forward of the double end.

Fig.12 - A later issue of the stick shown in Fig. 11. Made by "Spir-it USA", it comes in a medium blue with raised silver text and logo. There is no ridge around the top, but the manufacturer's name is in the same place, also in two lines.

Fig.13 - Probably another late issue from Piedmont, this stick is 5.5" (14 cm) long and all-white, except for the raised blue logo and red text. A variation to this stick (not shown) is one that is only 5" (12.7 cm) long with a double-pointed end, I have seen only one of these, so I am assuming it is quite rare. Both sticks have "Spir-it USA" close to the pointed end.

Fig.14 - This is the only other variation I have ever seen of the stick in Fig. 13. It is 5" (12.7 cm) long and has a double-pick end. Other than that, it is identical.

Fig.15 - Another stick that I'd like to mention here is the



PIEDMONT AIRLINES WAS THE SECOND LOCAL SERVICE AIRLINE IN THE USA WITH THE FAIRCHILD F-27. SERVICE FROM WINSTON-SALEM, NC, BEGAN 14 NOV 58. "PENINSULA PACEMAKER", N2700R, MSN 4, HAD BEEN DELIVERED ON 06 OCT AND ON

03 JUL 67 WAS TRADED BACK TO FAIRCHILD-HILLER AS PART-PAYMENT FOR THE FH-227. LATER SOLD TO AIR MANILLA INTERNATIONAL, SHE WAS BROKEN UP IN 1972.

(FAIRCHILD PHOTO/GERRITSHA COLLECTION)



ABOVE: Eastern Express DC-3 N137PB cn 4128 a very nice post card produced by Avimage, photo by Michel Plazanet.

....from the left hand seat....

by

Paul F. Collins

The Christmas and New Year holidays are now history. The Staff of the LOG hope you and your family had a very joyful Christmas and New Year. We are going to do our best to bring you some great issues of the LOG in 1995, so please stay with us for another year. For some of you there will be a renewal notice sent with this issue. Once again we would appreciate your sending in your renewal as soon as possible. If anyone still has the notice for update information, please send it in, as we will be getting out a membership roster after the first of the year.

Speaking of the membership roster, as mentioned in the last issue of the LOG, starting NOW, there will be a \$5.00 charge to receive the roster. So far about a dozen of you have sent in your checks for the listing to be pasted up shortly. In the last column I asked for your ideas and suggestions on how the roster should be handled. Either hardly anyone read the column or not very many care if we produce a roster or not, since no one wrote with any comments about the roster business. I will paste up a listing, call it the 1995 Roster, and make it available to anyone that wishes to have a copy for the \$5.00 fee. Quarterly updates will be made, as we have done in the past. There will be a block on the membership renewal form where you can indicate that you wish to purchase a copy of the roster.

I now have the membership listing back on the old Apple. I believe that I was able to find everyone that was lost when the hard drive took a dive in June. I used a number of sources to find the information that was lost, but still need some information on some members. If I can get it all sorted, I will be sending out some forms that you can fill out to indicate what areas of collecting you are interested in.

With this mailing of the LOG you should be receiving your registration information for Airliners Int'l 95. I would advise you to return your request for tables and room reservation as soon as you can because a number of tables and rooms have already been sold. The committee has been very active in selling tables at various miniconventions since the

Atlanta show last year. So, if you want tables, get your requests in--FAST.

I recently talked with Al Merkle, the convention chairman, and he advised that the tours that they have planned are just super. Again, these tours will fill up quickly, so when you get your registration papers, fill them out and get them back to Al as fast as you can. I believe that a DC-3 ride has been added to all the other activities that will be taking place. Ninty-five should be another great convention!

This is just a reminder for anyone wishing to host a future Airliners International convention. If you want to bid on the 1997 show, you must place your bid at the business meeting of the 1995 show. Some of the rules for hosting a convention have been changed or modified. You need to know what these rules are. I have updated my copies of the rules so if you are interested in bidding on a convention, please let me know and I will send you a copy of these rules. Also you must make arrangements with the 1995 committee to set up a time for you to make your presentation, which according to rules, is limited to 15 minutes. If you would like information on how to bid for a convention, please contact Society HQ and we will be happy to give you any information you require.

As promised in the last issue of the LOG, there is a brief story on the convention held in Atlanta this past July. By all comparisons, AI 94 was probably the largest show held to date. Plenty of tables and plenty of memorabilia, there was certainly something for everyone. John Joiner and his committee needs one more "BIG" thanks for a job well done.

I have finally come to the conclusion that we need some additional people on our staff. I am looking for two volunteers to fill the positions of advertising manager and member solicitor. The job of the advertising manager would be just that, maintaining contact with our current advertisers and contacting other potential customers. I have tried to perform this function, but have not been as successful as I hoped. With one staff member working in this area, I believe we could pick up a number of new advertisers, thus gaining a new source of revenue to help cover production expenses. The position of member solicitor will be to contact other groups/organizations to let them know about the Society and try to get their members to join the WAHS. This job will not be required to go out and try to get individuals off the street to join the Society, as this job is up to each and every member. I have always asked current members to just sign up 1 (one) new member a year. This really doesn't seem to difficult, but this act alone would double our membership each year. If this happened, do you realize that in three years we could have 6,000 subscribers! What do you say we try in 1995 to sign up 1 new member!

If anyone would be interested in taking on one of the two jobs mentioned above, please contact Society HQ by either letter or calling 904-221-1446. Your help would be greatly appreciated. Each of these positions would have a budget to maintain their activities.

By now, everyone in the country knows there is a postal increase effective January 1. While the percentage of the raise is not that great, it is just large enough to put a dent in our postal expense. I really hate to raise the subscription fee to the LOG, but like all publishers, the cost has to be paid by someone. The renewal rate for 1995 will be raised \$2.00 to \$20.00 for a flat subscription rate to the

(continued from page 41)

LOG. Not all of the \$2.00 raised will go for the postal increase. As stated above, we need to establish an expense account for the two jobs that I want to add to the staff. Just about half of the increase will go to fund these two positions. If anyone has any questions with regards to this increase, please feel free to write or call Society HQ.

That about covers what I have to say for this issue. Be sure to get your registration forms in as soon as possible for AI 95. Will look forward to seeing as many of you as possible in Phoenix. Until next issue--HAPPY COLLECTING!

Paul

FOR THE GOOD OF THE SOCIETY

It is our sad duty to once again report the passing of several of our longtime Society members.

Society HQ received a report in October that member Thomas G Foxworth, United pilot and published aviation writer died of cancer on September 26th. May we offer condolences to his wife Jennifer and the other members of his family.

We recently received a report that Fred Wellman, longtime Society member and leader of the AFA/Jack Knight Air Mail Society out of Chicago, also was taken by cancer. Mr Wellman was friend to many in our Society and always attended the Airliners Int'l conventions. We will miss his kindness and his smile. Our condolences to his wife Jean and the other members of his family.

On a much brighter note we would like to inform you of a new mini-convention site. John Joiner has taken on the job of hosting a mini in CHARLOTTE NORTH CAROLINA. The show will be called "Airways Charlotte" and will be held Saturday, June 3, 1995 at the Sheraton Airport Plaza Hotel from 9 am until 4 pm. Please call John at 404-502-9565 or write him at 52 Jefferson Pkwy, Apt. D Newnan, GA 30263 for additional information.

Another new show on the circuit is being hosted by Richard Redziniak and being held at Sheraton Hotel at Woodbridge Place, Iselin, NJ. Show date is May 21, 1995, a Sunday, from 8:30 am until 3:00 pm. Hotel is located about 12 miles from Newark Int'l. Write or call Richard at Executive Display Aircraft, PO Box 2206, Edison, NJ 08818 or Tele/Fax 908-499-9554 for complete information.

An interesting flyer flew across my desk recently advertising rubber stamps. Not just ordinary rubber stamps, but AIRPLANE rubber stamps. Being sold by Sweet Impressions, you have your choice of a Pacific Northern DC-3, DC-4, L-749 (Connie) and a Boeing 707. Really nice stuff! Cost is \$8.00 or set of four for \$30.00. Write to Sweet Impressions, 16571 121st Ave SE, Renton, WA 98058-5371 or call 206-277-0708.

(continued page 43)

BACK ISSUES CAPTAIN'S LOG

Following is a list of all available back issues of the LOG. Each issue is \$4.00 each which includes postage to U.S. and Canada (all others add additional \$2.00 for air mail or issue/issues will be sent via surface mail). The listing is by Volume, issue number, number of issues of that LOG still available, and the published year. Send orders to CAPTAIN'S LOG Back issues, 13739 Picarsa Dr. Jacksonville, FL 32225. Make checks or money orders out to WAHS. Cash will be accepted.

Vol XI	No 1	28 FEW	1985	Pan Am
Vol XI	No 2	27 FEW	1985	Pan Am
Vol XII	No 2	27	1986	CP Air
Vol XII	No 4	11	1986	Concorde
Vol XIII	No 1	27	1987	Ozark
Vol XIII	No 2	40	1987	Zeppelins
Vol XIII	No 3	32	1987	Misc.
Vol XIII	No 4	24	1987	B 707/720
Vol XIV	No 1	28	1988	DC-1 & 2
Vol XIV	No 2	28	1988	DC-3
Vol XIV	No 3	57	1988	CAAC
Vol XIV	No 4	27	1988	QC-8
Vol XV	None of this Volume available			
Vol XVI	No 1	20	1990	DC-3
Vol XVI	No 2	95	1990	Alaska Airlines
Vol XVI	No 3	24	1990	Ansett Airlines
Vol XVI	No 4	5	1990	Misc
Vol XVII	No 2	28	1991	B-747
Vol XVII	No 3	32	1991	North Central
Vol XVII	No 4	18	1991	Ecuadoriana
Vol XVIII	No 1	5	1992	United DC-8
Vol XVIII	No 2	36	1992	Aeroflot
Vol XVIII	No 3	10	1992	Martins
Vol XVIII	No 4	24	1992	Cubana
Vol XIX	Plenty issues of each number available			

ADVERTISE IN THE LOG

Your advertisement for a product or service could be appearing in each issue of the LOG. Our rates are affordable and we will work with you to produce your advertisement anyway which you would like to see it appear. If your interested in advertising in the LOG, please send for our current rate sheet, and I am sure you will be pleased with our rate level. We now offer the "business card" size ad for only \$12.50 per insertion. For additional information contact Society HQ or call 904-221-1446.

THE PLANE NEWS

THE PLANE NEWS is a great little colorful magazine for those interested in the collecting of full size models and toy models. For additional information write: The Plane News, P.O. Box 845, Greenwich, CT 06836 (Tel/Fax 203-629-5270). Great magazine with lots of photos and good information.

(continued from page 42)

This item is for the good of the Society, especially for those that do a lot of trading through the FLIGHT EXCHANGE section of the LOG. Member Alison Woodrow, states that she writes to many of the members who list they will trade post cards only to be disappointed when no one sends back a reply. Alison and I have talked a number of times at the AI conventions and I would like to report that she has some super nice cards in her trade box. However, if you list in the roster that you are willing to trade with other collects, please have the decency to reply when others write to you. If you have no intention of trading with others, please do not indicate that fact on the update sheets.

A new organization has recently come in to being and I think a lot of you will be interested in becoming a member. The group is the DC-3/Dakota Historical Society. Their publication is the "DC-3/Dakota Journal" which is dedicated to honoring the memory of the men and women who helped create the legendary DC-3 and highlight the current activities of the survivors of this hearty breed of aircraft. With your membership (which starts at \$25 per year) you receive a membership card and a very nice membership certificate along with the journal. For additional information write to DC-3/Dakota Historical Society, PO Box 24, Mt. Freedom, NJ 07970-0024.

Another "DC-3" item is a tour operator at Long Beach Airport called AIR CRUISE AMERICA, owned and operated by Rick Gutlon. Rick has a very bad case of DC-3 fever! If you are ever in the LA area, be sure to stop by and see N7500A and if time and wallet permit, take a flight. For additional information call 714-661-8410. Rick is planning on taking his DC-3 to the AI 95 convention.

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BOOK REVIEW

FOOTSTEPS IN THE SKY
An Informal Review of U.S. Airline
Inflight Service
1920 - Present

Helen E. McLaughlin

State of the Art, Ltd, Denver, CO
330 pp 100's black & white illustrations
photos and advertisements s/b \$24.95

For more than 60 years flight attendants have served the traveling public and the airlines. The author of this book, Helen E. McLaughlin, having served with both Continental and United airlines, has gathered hundreds of stories about these people and their adventures. Through her we see what they did, how they did it and with the use of photos, post cards and advertisements, we see the evolution of the position that most of us today take for granted when we travel by air.

Helen's stories begin back in the early 1920's when only men were allowed to serve aboard aircraft. At that time they were given titles similar to "those that were given people that served aboard ships. There were cabin attendants, pursers, stewards and first mates. It was in the early months of 1930 that female stewardesses started to serve aboard aircraft. From a humble beginning of eight young ladies working for Boeing Air Transport (BAT) to the thousands of men and women working for airlines all over the world, the position of flight attendant has become one that both kids and adults dream about becoming.

This book features stories on hundreds of flight attendants from the very beginning up to the present. Working on Ford Tri-Motors, DC-3's, Connies, Electras, the first jets such as the Boeing 707, 727, the DC-8 and the 747 and all those in between, you can see how the position of flight attendant has grown. Through photographs and advertisements and even post cards, you can see how the uniforms have changed over the years as well as how the interior of aircraft has changed. From the stories you can see how the job of the flight attendant has changed due to the number of passenger increases over the years and the problems created by this great increase in numbers.

For the collector of airline memorabilia the book is a wealth of information, not only from the stories that are told, but from the illustrations used to highlight the stories. Photos show uniforms and insignia used during the different time periods, as well as the aircraft of the different periods with their markings and interior decor that many of you are interested in. Advertisements and baggage labels are also used to illustrate many of the articles.

For Helen, the most important part of the book is the stories that each flight attendant has to tell. By reading these short snippets of history, in just a short while you come to know hundreds of people that have really helped to make the airlines grow into the huge success that they are today. This is one of those books that you can sit down with and read until you have to force yourself to put it down. Many of the stories are about members of the crew working together to get through a crisis where "team" came before the "me." This is really a book you need for your bookshelf and one you will enjoy reading and referring back to, many times.

Review by Paul Collins



NEW CARDS FOR THE COLLECTOR

The International Airline World Publishing Company has produced several hundred Historical Collector Post Cards. Only 500 copies of each of these cards is being printed. The cards represent many aircraft and color schemes never before printed as post cards. If you're interested in getting in on purchasing this attractive set of cards, write to the address below for all additional details and their current listing of cards.

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Quality Books for the Collector

AIRLINERS INTERNATIONAL..... ATLANTA 1994

For a week in June, 1994, Atlanta was the center of transportation memorabilia collecting. The World Airline Historical Society and the National Railway Historical Society were both in town for their national conventions. A real plane and train collectors paradise.

The airline people were headquartered at the Sheraton Gateway Hotel located not far from the Atlanta International Airport. In addition to the activities at the Hotel, there were also ramp tours of the airport and DC-3 rides available. The convention center had over 300 tables set up filled with airline memorabilia. Activities began earlier in the week with the ramp tours and plane rides. The official opening of the meeting began on Thursday night with the welcoming cocktail party hosted by the WAHS and AI 94 convention committee. The big trade action would begin on Friday morning.

Early Friday morning when the dealers began to show up and uncover their tables full of goodies, you could feel the excitement in the air. As the time arrived for allowing the convention attendees in, you could hear a sigh from each one entering. With so much stuff to select from, they had no idea which way to go! Real tough decision to make! But they made their choice and headed off in all directions and soon the room was full of happy collectors.

Some of those attending the show later admitted that they were at the show for two days, they still did not get to see all the material on display. This writer is sure that he did not see all the goodies that was available on that week-end.

Heavy trading continued for most of the afternoon. Finally the room closed down and folks were able to go get some dinner. Later Friday evening the business meeting of the convention took place and those present were told that Bloomington, MN was to be the convention site for AI 96. This convention would also be the 20th anniversary of the Airliners International idea.



After the announcement of Bloomington for the 1996 convention there was some changes made in the rules that govern how a convention should be run. If anyone is interested in a copy of these changes, please contact Society HQ and you will be forwarded a copy. After the convention meeting closed, there was a brief WAHS meeting. No one seemed to have any problems with how the Society was being run, so this meeting quickly adjourned. Time now for rest to get ready for the Saturday trade session and the evening banquet that would end AI 94.

The Saturday trade session was not quite as hectic as Friday, but a lot of memorabilia changed hands. Post cards, slides, schedules, models of all types, books, wings, photos, stickers of all kinds, were just a few of the many items available. Things sort of slowed down by about 3 and the room had to be cleared by 4 so many dealers started to pack up their treasures to sell another day. It was time to get ready for the annual banquet.

The banquet began at 7:30 PM without a hitch. As soon as we were seated, several Delta FA's started a little skit that led to the introduction of the guest speaker Mr. Ball. Very nice lead in to set the mood of his presentation. Mr. Ball's "off the cuff" talk was enjoyed by all and he was given a nice round of applause at the finish. The food was good, the contests were handled in their usual good manner and the major door prizes were awarded. All-in-all a very successful convention. John Joiner and his committee are to be commended for an excellent job.

On to Phoenix for Airliners International 95!

LOWER LEFT: Members of the 1994 convention committee take time out for a quick group photo. These guys really worked hard to give us a good show.

BELOW: 1994 Chairman John Joiner is trying to tell 1995 Chairman Al Merkle what an easy time it was to put on the Atlanta show. I don't think he was buying any of it!



(continued from page 47)

Dave Marx, 70 Pheasant Run, Roslyn, NY 11576 is looking for agency type display models. Interest runs from early props through current jet types. Will buy but has some traders available. Please write advising what you have.

Dan Lisclan, 362 Birchwood Ave., Palatine, IL 60067 is unhappy that nobody responded to his last ad looking for beige colored 1950's TWA plastic servingware. Well, here's an offer that should make you look a bit closer for what he is looking for. Dan has a deck of Western Airlines playing cards depicting a cowboy round-up scene on the front of all 54 cards. Apparently this is the first deck Western issued circa 1960. Cards are in very good condition. Red felt box a bit darkened with age. Sold 2 of same deck at recent St Louis show for \$35.00 each. Want to trade for TWA 1950's compartmentalized plastic dinner serving tray. Dimensions approximately 16" X 10." No cash offers please. Might be willing to consider similar Delta 1950's "Flying D" era tray. Look around--trade a rare deck of cards for a cheap plastic tray! Write or call 708-776-8055.

Paul Collins, 13739 Picarsa Dr., Jacksonville, FL 32225 has some older and more interesting schedules he would like to offer for sale. Leading off is an Aug 1 1984 Piedmont tt declaring they are NASCAR'S Official Airline (pictures car #44)-\$10.00. National Airlines tt of July 1956 with DC-7 tail and passengers-\$15.00. National Airlines tt March 17-April 1953-\$20.00. Braniff Int'l Airlines tt August 1951 and June 1952-\$20.00 each. Eastern Air Lines tt Dec 1 1957 very good condition-\$18.00. Pan American tt of June 1, 1953 good condition-\$15.00. Resort Airlines travel brochure very colorful and in excellent condition-\$15.00. Write to the above address or call 904-221-1446 after 6 PM EST. Have a lot of tt's from the 70's and 80's both major and commuter types. What are you looking for? Some foreign.

Peter B Walton, Director, Heraldry of the Air, 254 Hoyt Street, Brooklyn, NY 11217 has a large list of Aviation and Military collectables including some books and insignia. Listings only \$3. Illustrated catalog \$10. Many books on aviation insignia and aircraft markings. They feature their own publications as well as others. For sale or trade. \$1 for listings and \$5 for illustrated catalog. All inquiries will be welcome.

Wolf A Hahn, Danzigerstr. 67, 21255 Tosted T, Allemagne, Germany is looking to trade all types of material pertaining to European carriers for the same type of material from North and South American carriers that do not serve European terminals. He has for trade post cards, time-tables, stickers, bag tags, slides/photos, etc. Please write to Wolf at the address above and send list of what your looking for along with list of what you have for sale or trade.



SHOWTIME!

For those hosting mini-conventions, the CAPTAIN'S LOG will maintain a listing of such shows at no charge to the host/promotor. Please send in your information as soon as you have set your show date. We will do our best to get your show listed in the first available issue of the LOG. NOTE: Always check with show host before traveling to make sure show is still going to be held.

March 4, 1995 San Diego, CA Clarion Hotel, Bay View. Fred Chan 206-681-4671.

April 1, 1995 San Francisco, CA Grosvenor Airport Inn. Tom or Sue Dragges 415-574-8111

April 8, 1995 Dallas, TX Holiday Inn DFW North George Cearley, Jr. PO Box 12312 Dallas, TX 75225 NOTE: All dealers tables sold out.

April 22, 1995 Philadelphia, PA Airport/Stadium Travelodge. Jim Schnobrich, PO Box 203, New Hope, PA 18938 215-862-3828.

May 13, 1995 Ramada Hotel O'Hare. Steve Mazanek 312-775-5623

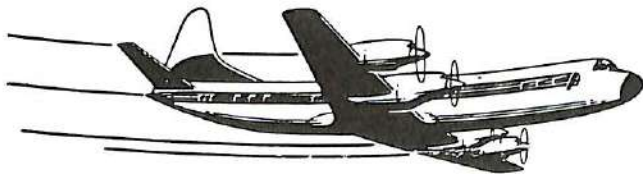
June 10-11 Paris, FRANCE. Paris-Orly, Michel Patry 33-149-00-1776 for additional information.

July 18-22, 1995 Airliners Int'l 95, Camelback Inn, Scottsdale, AZ. Alan B Merkle, 107 E St John Rd, Phoenix, AZ 85022 602-993-8276.

September 9, 1995 Holiday Inn Jetport, Newark, NJ. William Gawchik, 88 Clarendon Ave., Yonkers, NY 10701 914-965-3010.

July 15-21, 1996 Airliner's Int'l 96, Radisson South, Bloomington, MN. Paul & Pat Collins, 13739 Picarsa Dr., Jacksonville, FL 32225 904-221-1446.

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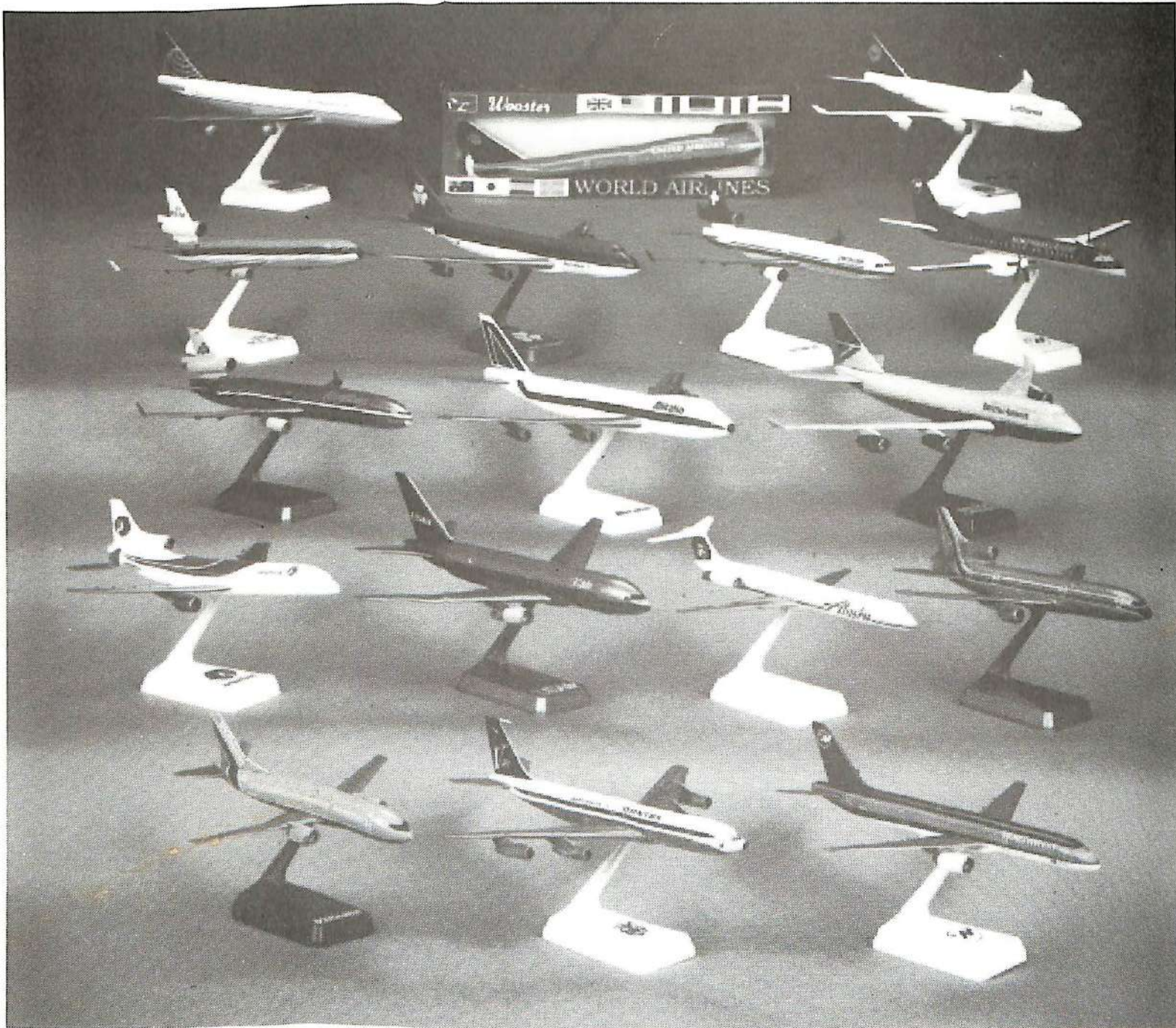
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